

# **ANNEXURE – A**

**List of Villages falling in the  
radius of 5 km**

Sl.No.	DISTRICT	TALUK	HOBLI	VILLAGE
1.	Bangalore Urban	Bangalore North	KASABA1	DEVARA JEEVANAHALLI
2.	Bangalore Urban	Bangalore North	KASABA1	LINGARAJAPURA
3.	Bangalore Urban	Bangalore North	KASABA1	HENNURU
4.	Bangalore Urban	Bangalore North	KASABA1	BYATEGUTTEPALYA
5.	Bangalore Urban	Bangalore North	KASABA2	NAGASHETTI HALLI
6.	Bangalore Urban	Bangalore North	KASABA2	PURNAPURA
7.	Bangalore Urban	Bangalore North	KASABA2	CHOLANAYKANA HALLI
8.	Bangalore Urban	Bangalore North	KASABA2	SHAMPURA
9.	Bangalore Urban	Bangalore North	K R PURA2	RACHENAHALLI
10.	Bangalore Urban	Bangalore North	YASHAVANTAPURA1	BAGALAGUNTE
11.	Bangalore Urban	Bangalore North	YASHAVANTAPURA1	NAGASANDRA
12.	Bangalore Urban	Bangalore North	YASHAVANTAPURA1	LAGGERE
13.	Bangalore Urban	Bangalore North	YASHAVANTAPURA1	TANNEERANAHALLI
14.	Bangalore Urban	Bangalore North	YASHAVANTAPURA1	MYAKALA CHENNAHALLI
15.	Bangalore Urban	Bangalore North	YASHAVANTAPURA1	MYADARAHALLI
16.	Bangalore Urban	Bangalore North	YASHAVANTAPURA2	NELAGADARANAHALLI
17.	Bangalore Urban	Bangalore North	YASHAVANTAPURA2	HEROHALLI
18.	Bangalore Urban	Bangalore North	YASHAVANTAPURA2	LINGADHEERANAHALLI
19.	Bangalore Urban	Bangalore North	YASHAVANTAPURA2	SAJJEPALYA
20.	Bangalore Urban	Bangalore North	YASHAVANTAPURA2	HULLALU
21.	Bangalore Urban	Bangalore North	YASHAVANTAPURA2	NAGARABAVI
22.	Bangalore Urban	Bangalore North	YASHAVANTAPURA2	HOSALLI GOLLARAPALYA
23.	Bangalore Urban	Bangalore North	YASHAVANTAPURA2	SANEGURUVANAHALLI
24.	Bangalore Urban	Bangalore North	YASHAVANTAPURA2	SHREEGANDHAKAVAL
25.	Bangalore Urban	Bangalore South	UTTARAHALLI -1	MARENAHALLI
26.	Bangalore Urban	Bangalore South	UTTARAHALLI -1	KAREESANDRA
27.	Bangalore Urban	Bangalore South	UTTARAHALLI -1	SARAKKIKERE
28.	Bangalore Urban	Bangalore South	UTTARAHALLI -4	KADIRENAHALLI
29.	Bangalore Urban	Bangalore South	UTTARAHALLI -4	CHANNASANDRA
30.	Bangalore Urban	Bangalore South	UTTARAHALLI -4	TURAHALLI
31.	Bangalore Urban	Bangalore South	UTTARAHALLI -4	AVALAHALLI
32.	Bangalore Urban	Bangalore South	UTTARAHALLI -4	HOSAKEREHALLI
33.	Bangalore Urban	Bangalore South	UTTARAHALLI -4	BAIRASANDRA
34.	Bangalore Urban	Bangalore South	BEGURU - 1	RUPENA AGRAHARA
35.	Bangalore Urban	Bangalore South	BEGURU - 1	TAVAREKERE
36.	Bangalore Urban	Bangalore South	BEGURU - 1	MADIVALA
37.	Bangalore Urban	Bangalore South	BEGURU - 1	JAKKASANDRA
38.	Bangalore Urban	Bangalore South	BEGURU - 1	SHREENIVAGILUKERE
39.	Bangalore Urban	Bangalore South	BEGURU - 2	ELLUKUNTE
40.	Bangalore Urban	Bangalore South	BEGURU - 2	BERATENA AGRAHARA

Sl.No.	DISTRICT	TALUK	HOBLI	VILLAGE
41.	Bangalore Urban	Bangalore South	BEGURU - 3	CHANDRASHEKHARAPURA
42.	Bangalore Urban	Bangalore South	BEGURU - 3	SARAKKI AGRAHARA
43.	Bangalore Urban	Bangalore South	BEGURU - 3	KAMMANAHALLI
44.	Bangalore Urban	Bangalore South	KENGERI - 1	KENGERI
45.	Bangalore Urban	Bangalore South	KENGERI - 1	NAYANDAHALLI
46.	Bangalore Urban	Bangalore South	KENGERI - 1	NAGADEVANAHALLI
47.	Bangalore Urban	Bangalore South	KENGERI - 3	SOMPURA
48.	Bangalore Urban	Bangalore South	KENGERI-4	GANAKALLU
49.	Bangalore Urban	Bangalore South	KENGERI-4	NAYANDAHALLI
50.	Bangalore Urban	Bangalore South	KENGERI-4	MAILASANDRA
51.	Bangalore Urban	BANGALORE EAST	K R PURA1	VIJANAPURA
52.	Bangalore Urban	BANGALORE EAST	K R PURA1	KOWDENAHALLI
53.	Bangalore Urban	BANGALORE EAST	K R PURA1	BASAVANAPURA
54.	Bangalore Urban	BANGALORE EAST	K R PURA1	CHELAKERE
55.	Bangalore Urban	BANGALORE EAST	K R PURA1	BAIYAPPANAHALLI
56.	Bangalore Urban	BANGALORE EAST	K R PURA1	BENNIGANAHALLI
57.	Bangalore Urban	BANGALORE EAST	K R PURA1	BINNAMANGALA MA KA
58.	Bangalore Urban	BANGALORE EAST	K R PURA1	MAHADEVAPURA
59.	Bangalore Urban	BANGALORE EAST	K R PURA2	KYALASANAHALLI
60.	Bangalore Urban	BANGALORE EAST	K R PURA2	KOTTANURU
61.	Bangalore Urban	BANGALORE EAST	K R PURA2	NAGARESHVARA NAGENAHALLI
62.	Bangalore Urban	BANGALORE EAST	K R PURA2	KALKERE
63.	Bangalore Urban	BANGALORE EAST	K R PURA2	HORAMAVU
64.	Bangalore Urban	BANGALORE EAST	K R PURA2	RACHENAHALLI
65.	Bangalore Urban	BANGALORE EAST	K R PURA2	THANISANDRA
66.	Bangalore Urban	BANGALORE EAST	K R PURA3	SADARAMANGALA
67.	Bangalore Urban	BANGALORE EAST	K R PURA3	R NARAYANAPURA
68.	Bangalore Urban	BANGALORE EAST	K R PURA3	CHINNAPPANAHALLI
69.	Bangalore Urban	BANGALORE EAST	K R PURA3	SONNENAHALLI
70.	Bangalore Urban	BANGALORE EAST	K R PURA3	PATTANDURU AGRAHARA
71.	Bangalore Urban	BANGALORE EAST	K R PURA3	NAGONDANAHALLI
72.	Bangalore Urban	BANGALORE EAST	VARTURU1	TOBARAHALLI
73.	Bangalore Urban	BANGALORE EAST	VARTURU1	MUNNEKOLALU
74.	Bangalore Urban	BANGALORE EAST	VARTURU1	MARATAHALLI
75.	Bangalore Urban	BANGALORE EAST	VARTURU1	KONENA AGRAHARA
76.	Bangalore Urban	Bangalore North	DASANAPURA1	HAROKYATANA HALLI
77.	Bangalore Urban	BANGALORE EAST	VARTURU1	BELURU NAGASANDRA
78.	Bangalore Urban	BANGALORE EAST	VARTURU1	CHALLAGHATTA
79.	Bangalore Urban	BANGALORE EAST	VARTURU1	VARTURU
80.	Bangalore Urban	BANGALORE EAST	VARTURU1	VIBHUTIPURA

Sl.No.	DISTRICT	TALUK	HOBLI	VILLAGE
81.	Bangalore Urban	BANGALORE EAST	VARTURU1	TIPPASANDRA
82.	Bangalore Urban	BANGALORE EAST	VARTURU1	BAIRASANDRA
83.	Bangalore Urban	BANGALORE EAST	VARTURU1	DODDANEKUNDI
84.	Bangalore Urban	BANGALORE EAST	VARTURU2	PANATURU
85.	Bangalore Urban	BANGALORE EAST	VARTURU2	KADUBEESANAHALLI
86.	Bangalore Urban	BANGALORE EAST	VARTURU2	DEVARA BEESANAHALLI
87.	Bangalore Urban	BANGALORE EAST	VARTURU2	HARALURU
88.	Bangalore Urban	BANGALORE EAST	VARTURU2	DODDAKANNALLI
89.	Bangalore Urban	BANGALORE EAST	MARATHAHALLI	KEMPAPURA
90.	Bangalore Urban	BANGALORE EAST	BIDARAHALLI3	BHAIRATI
91.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA1	ANANTAPURA
92.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA1	MANDALAKUNTE
93.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA1	KENCHENAHALLI
94.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA1	VADERAPURA
95.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA2	BYATARAYAPURA
96.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA2	GASTIKEMPANAHALLI
97.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA2	TINDLU
98.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA2	JAKKURU PLANTESHAN
99.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA2	VENKATESHAPURA
100.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA2	SHREERAMAPURA
101.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA3	CHIKKABETTADAHALLI
102.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA3	ATTURU
103.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA3	RAMACHANDRAPURA
104.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA3	DODDABOMMASANDRA
105.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA3	NARASEEPURA
106.	Bangalore Urban	Bangalore North (ADL)	YELAHANKA	J.B.KAVAL
107.	Bangalore Urban	Bangalore North	YESWANTHAPURA	KETHAMARANAHALLI
108.	Bangalore Urban	Bangalore North	YESWANTHAPURA	AGRAHARADASARAHALLI
109.	Bangalore Urban	Bangalore North	YESWANTHAPURA	GANGONDANAHALLI
110.	Bangalore Urban	Bangalore North	KASABA	CHIKKAMARANAHALLI
111.	Bangalore Urban	Bangalore North	KASABA	GURIHOIDEYUVAMYDANA
112.	Bangalore Urban	Bangalore North	KASABA	SAVARLINE
113.	Bangalore Urban	Bangalore North	KASABA	RANGANATHAPURA
114.	Bangalore Urban	Bangalore North	KASABA	VYAYALIKAVAL
115.	Bangalore Urban	Bangalore North	KASABA	JAKKASANDRA
116.	Bangalore Urban	Bangalore North	KASABA	DODDAKUNTE
117.	Bangalore Urban	Bangalore North	KASABA	MALENAHALLI
118.	Bangalore Urban	Bangalore North	KASABA	BINNAMANGALA
119.	Bangalore Urban	Bangalore North	KASABA	DANDUUPPARAHALLI
120.	Bangalore Urban	Bangalore North	KASABA	BARIGEMUDDENAHALLI
121.	Bangalore Urban	Bangalore North	KASABA	KEMPAPURA AGRAHARA

Sl.No.	DISTRICT	TALUK	HOBLI	VILLAGE
122.	Bangalore Urban	Bangalore North	KASABA	JEDAHALLI
123.	Bangalore Urban	Bangalore North	KASABA	AREKEMPANAHALLI
124.	Bangalore Urban	Bangalore North	KASABA	DODDABAILAKHANE
125.	Bangalore Urban	Bangalore North	KASABA	BOGENAHALLI
126.	Bangalore Urban	Bangalore North	KASABA	KARITHIMMANAHALLI
127.	Bangalore Urban	Bangalore North	KASABA	GUTTAHALLI
128.	Bangalore Urban	Bangalore North	KASABA	SIDDAPURA
129.	Bangalore Urban	Bangalore North	KASABA	KARANJEBEESANAHALLI
130.	Bangalore Urban	Bangalore North	KASABA	KEMPAMBUDIKERE
131.	Bangalore Urban	BANGALORE EAST	KENGERI	THIPPASANDRAMANAVARTIK AVAL
132.	Bangalore Urban	Bangalore South	KENGERI	SONNENAHALLI
133.	Bangalore Urban	Bangalore South	UTTARAHALLI	YADIYURNAGASANDRA
134.	Bangalore Urban	Bangalore South	UTTARAHALLI	TAYAPPANAHALLI
135.	Bangalore Urban	Bangalore North	YASHAVANTAPURA2	CHOKKASANDRA
136.	Bangalore Urban	Bangalore South	UTTARAHALLI -4	VADDARAPALYA
137.	Bangalore Urban	BANGALORE EAST	MARATHAHALLI	KODIHALLI
138.	Bangalore Urban	BANGALORE EAST	MARATHAHALLI	MARATAHALLI
139.	Bangalore Urban	BANGALORE EAST	MARATHAHALLI	BELURU NAGASANDRA
140.	Bangalore Urban	BANGALORE EAST	MARATHAHALLI	VIBHUTIPURA
141.	Bangalore Urban	BANGALORE EAST	MARATHAHALLI	TIPPASANDRA
142.	Bangalore Urban	BANGALORE EAST	MARATHAHALLI	BAIRASANDRA
143.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA1	GOVINDAPURA
144.	Bangalore Urban	Bangalore North (ADL)	YALAHANKA1	YALAHANKA
145.	Bangalore Urban	Bangalore North	KASABA	TATA RESERCH INSTITUTE
146.	Bangalore Urban	BANGALORE EAST	BIDARAHALLI	KADUGODIPLANTATION
147.	Bangalore Urban	Bangalore South	UTTARAHALLI -3	VADDARAPALYA
148.	Bangalore Urban	Bangalore South	KENGERI - 1	PANTARAPALYA
149.	Bangalore Urban	Bangalore South	KENGERI - 1	GANAKALLU
150.	Bangalore Urban	Bangalore South	KENGERI - 1	DEEVATIGERAMANAHALLI
151.	Bangalore Urban	BANGALORE EAST	K R PURA1	BANASAVADI
152.	Bangalore Urban	BANGALORE EAST	K R PURA2	GEDDALAHALLI
153.	Bangalore Urban	BANGALORE EAST	K R PURA2	HORAMAVUAGARA
154.	Bangalore Urban	BANGALORE EAST	K R PURA2	K CHENNASANDRA
155.	Bangalore Urban	BANGALORE EAST	K R PURA2	DASARAHALLI
156.	Bangalore Urban	BANGALORE EAST	K R PURA3	HAGADURU
157.	Bangalore Urban	BANGALORE EAST	VARTURU1	RAMAGONDANAHALLI
158.	Bangalore Urban	BANGALORE EAST	VARTURU1	SIDDAPURA
159.	Bangalore Urban	BANGALORE EAST	VARTURU1	AMANI BELLANDURUKHANE
160.	Bangalore Urban	BANGALORE EAST	VARTURU1	SORAHUNASE
161.	Bangalore Urban	BANGALORE EAST	VARTURU1	KHANE KANDAYA

Sl.No.	DISTRICT	TALUK	HOBLI	VILLAGE
162.	Bangalore Urban	BANGALORE EAST	VARTURU1	GUNJURU
163.	Bangalore Urban	BANGALORE EAST	VARTURU2	BHOGANAHALLI
164.	Bangalore Urban	BANGALORE EAST	VARTURU2	BALAGERE
165.	Bangalore Urban	BANGALORE EAST	VARTURU2	KARIYAMMANA AGRAHARA
166.	Bangalore Urban	BANGALORE EAST	VARTURU2	BELLANDURU
167.	Bangalore Urban	BANGALORE EAST	VARTURU2	AMBALEEPURA
168.	Bangalore Urban	BANGALORE EAST	VARTURU2	CHIKKABELLANDURU
169.	Bangalore Urban	BANGALORE EAST	VARTURU2	KASAVANAHALLI
170.	Bangalore Urban	BANGALORE EAST	VARTURU2	JUNNASANDRA
171.	Bangalore Urban	BANGALORE EAST	VARTURU2	KAIKONDRAHALLI
172.	Bangalore Urban	Bangalore North	KASABA1	KADUGONDANAHALLI
173.	Bangalore Urban	BANGALORE EAST	BIDARAHALLI1	BELATTURU
174.	Bangalore Urban	BANGALORE EAST	BIDARAHALLI1	KUMBENA AGRAHARA
175.	Bangalore Urban	BANGALORE EAST	BIDARAHALLI2	VARANASI
176.	Bangalore Urban	BANGALORE EAST	MAHADEVAPURA	BAIYAPPANAHALLI MA KA
177.	Bangalore Urban	BANGALORE EAST	MAHADEVAPURA	VIJANAPURA
178.	Bangalore Urban	BANGALORE EAST	BIDARAHALLI3	BILISHIVALE
179.	Bangalore Urban	BANGALORE EAST	K.R.PURAM	SRINIVASAPURA
180.	Bangalore Urban	Bangalore North	DASANAPURA1	DASANAPURA
181.	Bangalore Urban	Bangalore North	DASANAPURA1	ADAKAMARANAHALLI
182.	Bangalore Urban	Bangalore North	DASANAPURA1	NARAYANAPPANAPALYA
183.	Bangalore Urban	Bangalore North	DASANAPURA1	KODIPALYA
184.	Bangalore Urban	Bangalore North	DASANAPURA1	MAKALI
185.	Bangalore Urban	Bangalore North	DASANAPURA1	MATTAHALLI

# **ANNEXURE – B**

## **Document formats for Survey(s)**

# K- RIDE Bengaluru Suburban Rail Project

## PART - I CENSUS SURVEY

Date	Interviewer	Supervisor

### 1. Identification

1.1 Name of Corridor														
1.2 District Name														
1.3 Taluk Name														
1.4 Name of Revenue Village														
1.5 Hamlet/Settlement/Location Name														
1.6 Ward No. (LSG).														
1.7 Name of the property owner										DoB of HH/age				
1.8 Name of Father / Husband														
1.9 ID Card Type				Pan Card - 1		Voter ID - 2		Family Card - 3			Aadhar Card - 4		Driving License - 5	
1.10 ID Card Number														
1.11 Name of the respondent						1.12 Age of Respondent (as on 01.01.2019)								
1.13 Relationship of the respondent to the property owner.														
1.14 House/ apartment Name														
1.15 Street Name								1.16 Door No.						
1.17 Contact Number (Mobile)														
1.18 Railway line Chainage						Existing in km (in 3 decimals)								



**Q.No:**

1.19 Offset to the building/property				(From the edge of the existing nearest track to closest point of the structure)			
1.20 Side (LHS/RHS)				(On increasing chainage)			
1.21 Asset No. (to given by the survey team)		1.22 Survey No and Subdivision No		1.23 Patta No			
1.24 Family size	Male		Female		TG		Total
1.25 Occupation of the HH							
1.26 Annual Family Income		Income from all sources of all members staying/enjoying in the affected property.					

**2. List of private assets affected (wholly or partly) by proposed project**

2.1 Impact Category		Land - 1, Building - 2, Both - 3
2.2 Use of structure / property		Residential - 1 Commercial - 2 Res & Com - 3 Agriculture / Cultivation - 4 Industrial - 5 None (vacant) - 6 *Others (specify.....) - 7
2.3 Year of Construction of the affected building.		In completed years
2.4 Number of years in use		Number of years in occupation of the affected building
2.5 Type of structure		Permanent - 1 Semi-Perm - 2 <sup>1</sup> Temporary - 3 CW - 4 Toilet/Shed etc. - 5 None - 6
2.6 Tenure		Owner-1 Encroacher-2 Squatter-3 Tenant-4 On HR&CE Land - 5 On Mutt owned land - 6 On Wakf land - 7 Kiosk/ Street Vendor- 8 Squatter-Owner - 9 Squatter/Encroacher - Tenant - 10 Employee - 11
2.7 If occupant is a tenant, then monthly rental paid		Record current monthly rent being paid

<sup>1</sup> Permanent basement & detachable wall and roof.

Q.No:

Affected Structure Details		Length (parallel to railway line)	Breadth (perpendicular to the railway line)	Number of floors
2.8 Dimension of Main Building (in m)	Total			
	Affected Portion			
2.9: Number of rooms in commercial building (to be asked to the building owner)				
Total Number of rooms in the affected building if it is commercial building.	Number of rooms affected by the project	Number of rooms occupied by the owner himself.	Number of rooms rented out by the owner himself.	
2.10 Dimension of Other Building (in m)		Length (parallel to railway line)	Breadth (perpendicular to the railway line)	Number of floors
Total				
Affected Portion				
2.11 Length of Compound Wall		In running meters		
2.12 Extent of Loss in percentage	(i) Land	(ii) Building (main)		
2.13 (a) Is the remaining part of the Structure sufficient to continue to Live			Yes - 1 2	No -
2.13 (b) Is the remaining part of the Structure sufficient to continue the business/ commercial/ industrial activity			Yes - 1 2	No -
2.14 In case of Loss of land, if the remaining part of land is viable to continue cultivation?			Yes - 1 2	No -
2.15 If No, do you want to surrender the remaining land parcel			Yes - 1 2	No -
2.16 Did you receive any compensation for the affected land/properties before from any of the government schemes.			Yes - 1 2	No -
2.17 If yes, please provide details.				

Q.No:

**Other affected assets<sup>2</sup>**

		Item No.						
2.18 Asset type							Compound Wall-1 Open well - 3 Tree - 5 Toilet - 7 Godown/Store room - 9 Septic tank -10 Other (specify) - 11	Hand pump - 2 Bore well - 4 Cattle Shed -6 Sump-8
2.19 Tree Classification	Fruit Bearing		Timber					
						Indicate Number of affected trees		
2.20 Do you have legal document to establish ownership of the affected structure							Yes - 1 2	No -
If YES, specify what								
2.21 Do you have legal document to establish ownership of the affected land							Yes - 1 2	No -
If YES, specify what								
2.22 Provide an estimate of loss of income due to affected asset / agricultural land				(i) Amount in Rs			(ii) % of Total Income	

**3. Overall Impact**

3.1 Overall Impact		Affected- 1	Displaced - 2	
3.2 Nature of displacement		Physical -1	Financial -2	Both -3
3.3 Vulnerability		Yes - 1	No - 2	
3.4 If Yes, category		WHH - 1	SC - 2	ST - 3
		BPL - 4 - 5	HH with Disabled Member	
		Elderly HH - 6	Minor with no support - 7	

<sup>2</sup> Other than buildings mentioned in 2.7, only minor structures are affected hence the same to be counted as main building under 2.7.

**Q.No:**

3.5 Settlement Classification		Urban - 1	Rural - 2
3.6 Is affected HH a Tenant		Yes - 1	No - 2
3.7 If Yes, Name and asset number of the owner.			
Name		Address with Phone Number	

**4. Affected Business (Commercial) activity**

Specify..... (name of shop/business)

4.1 Nature of Business	Hawker - 1 Eatery - 2 Tea stall - 3 Repair/Workshop - 4 Saloon - 5 Petty Shop - 6 Trading - 7 Others. .. - 8		
4.2 No. of partners			
4.3 No. of employees/ family workers	Employee	Family Workers	Excluding the shop owner
4.4 Plinth area of the affected asset.	User wise.		
4.5 Investment in Business	Initial investment on goods & shop		
4.6 Working Capital in Business	Monthly		
4.7 Annual Net Income	Total income excluding expenses		
4.8 Do you have record of your income	Yes - 1 No - 2 If Yes, Specify Income Tax Returns / Sales Tax Returns / Other		
4.9 Is this the primary source of income	Yes - 1 No - 2		
4.10 If NO, what is the OTHER Source of Income			Other Annual Income
4.11 Is there any outstanding loan taken for this business		Yes - 1 No - 2	If Yes, How Much

Q.No:

**Employees Details**

4.12	Name of Employees (not for family members)	Age	Sex	Monthly Salary	No of years working here	Family Size	No. of earning members including self in family
a							
b							
c							
d							
e							

**5. Cultivation / Agriculture Details (only for those losing agricultural land)**

5.1 Type of Ownership / Possession		Owned by Self - 1      Owned Jointly - 2 Registered Tenant (Pvt Land) - 3 Registered Tenant (HR&CE Land) - 4 Occupier of Bhoodan Land - 5 Assigned Land - 6
5.2 Extent of land owned (total land holding)		In Cents (1 acre = 100 cents; 1 ha = 247 cents)
5.3 Extent of land proposed for acquisition		In Cents
5.4 Remaining land in possession		In Cents (include all land holding)
5.5 Type of land		Dry (Un irrigated) / Rain-fed - 1 Wet (Irrigated) - 2
5.6 If wet, Source of irrigation		Open Well - 1 Bore Well - 2 Tank - 3 River - 4
5.7 Crops Cultivated	Main	Supplementary
5.8 Number of agricultural labourers working on the land		Those labourers who work in the field and live in the same village/panchayat and not migrant workers
5.9 If the income from agricultural land is the primary source of income to you		Yes - 1      No - 2
5.10 If NO, what is the other Source of Income		Other Annual Income

**Q.No:**

**6. Perceived Benefits / Impacts**

6.1 Benefits (three most important)			Increased transport facility - 1 Access to employment - 2 Access to markets - 3 Access to health care - 4 Reduced travel time - 5 Lesser accidents / safety - 6 Increase in land value - 7 Other (specify) - 8.....
6..2 Negative impacts			Loss of asset / structure to people - 1 Accidents due to high speed - 2 Noise/Air pollution - 3 Road crossing difficulty - 4 Other (specify) - 5.....
6.3 How does your family generally commute to Market / Hospital / Work (if outside the place of living).			Public / Pvt buses - 1 Private share auto - 2 Taxi - 3 Own car - 4 Motor cycle - 5      Cycle - 6 Walk - 7              Others - 8 (specify).....
6.4 How do you think women will affect or benefit differently from the project			

**7. Resettlement Preferences**

<b>Due to improvements proposed, if your shop / house / land is affected and you have to relocate, and If the government proposes to provide assistance, what would be your preference</b>			
7.1 Relocation Options			Self managed - Cash assistance-1 Project constructed - House/Shop - 2 Undecided - 3 Other (specify) - 4 .....
7.2 If project constructed, preferred location			Same settlement - 1 Anywhere - 2 Other (specify) - 3 .....
7.3 Do you want the unviable remaining land/ building also to be acquired by the project	Land		Yes - 1 No - 2 NA - 3
	House/Structure		Yes - 1 No - 2 NA - 3

Q.No:

7.4 Do you think that the project should create/improve missing or deficient basic amenities in your settlement	Yes - 1	No - 2
	If Yes Specify	

## PART- II SOCIO-ECONOMIC SURVEY

### 8. General Particulars

8.1 Religion		Hindu - 1 Muslim - 2 Christian - 3 Others - 4 (specify)
8.2 Mother tongue		Kannada - 1 Tamil - 2 Telugu - 3 Marathi - 4 Malayalam - 5 Others - 6 (specify)
8.3 Social Category		OC / General - 1 BC - 2 MBC - 3 SC - 4 ST - 5
8.4 Specify Caste/ Tribe (SC & ST mandatory)		
8.5 Number of years living in this place		completed years
8.6 Have Family Card		Yes, Antyodaya (Green) - 1 Yes, Green - 2 Yes, White - 3 No - 4
8.7 HH Having Voter ID card		Yes - 1 No - 2
8.8 HH having Bank account		Yes - 1 No - 2
8.9 HH having Aadhar Card		Yes - 1 No - 2
8.10 HH having Passport		Yes - 1 No - 2
8.11 HH having PAN Card		Yes - 1 No - 2
8.12 HH having MGNREGA Card		Yes - 1 No - 2

### 9 Travel details of the household members of the affected family.

9.1 Total member in the affected family	Male		Female		TG		Total	
9.2 Number regular travelling family members (for work or study)	Male		Female		TG		Total	

### 10 Family Income (Household Income from all Sources) (Ensure the income declared in Q.No.12 and income provided here should match)

**Q.No:**

**13. Health and Sanitation**

13.1 Was any member of your family affected by serious disease in the last 1-year		Yes - 1 No - 2 (if No, go to 12.4)
if Yes, Who was affected		Disease
13.2 Where did you take treatment		Govt Hospital - 1 Private Clinic-2 Traditional healing-3 Medical shop-4 Did not take treatment-5
13.3 Was the treatment covered through health Insurance		Yes, TN Govt Health Insurance - 1 Yes, Private Health Insurance - 2 No - 3
13.4. Did all the adult members of your family double vaccinated for COVID 19		Yes - 1 No - 2
If, no is there any specific reason		
13.5. Have you heard of HIV AIDS		Yes - 1 No - 2
13.6 Do you know how it spreads		Yes - 1 No - 2
13.7 Are you aware of AIDS prevention methods		Yes -1 No - 2
13.8If Yes, what was the source of information		Print Media-1 Radio-2 TV-3 Govt Campaign-4 NGO-5 Other (specify) - 6

**14. Economic indicators (house where the DP is living)**

14.1 Roof type of the house (currently) living		Thatched -1 Tiled - 2 Concrete - 3
14.2 Wall type of the house		Thatched / Wooden / Tin - 1 Mud - 2 Brick - 3
14.3 Ownership of the house		Own - 1 Rented - 2
14.4 Do you have a separate kitchen		Yes -1 No - 2
14.5 Do you have a toilet		Yes -1 No - 2
14.6 Do you have a bathroom		Yes -1 No - 2
14.7 Do you have electricity connection		Yes -1 No - 2
14.8 Access to drinking water		HSC - 1 Public tap/Hand pump - 2 Own bore/open well-3 Common well -



**Q.No:**

10.1 Income from affected shop/business		Month
10.2 Rental Income from affected shop / commercial building		Month
10.3 Rental Income from affected residential building		Month
10.4 Agricultural Income from affected land		Month
10.5 Income from Livestock in affected land		Month
10.6 All other income		Month
10.7 Total Income		Month

**11 Expenditure**

11.1 Expenditure on Food		Month
11.2 Expenditure on Education		Month
11.3 Expenditure on Health		Month
11.4 Other Expenditure on Transportation.		Month
11.5 Other Expenditure on Rental.		Month
11.6 Total Monthly Family Expenditure		

**12 Indebtedness**

12.1 Do you have any debt		Yes - 1      No - 2
12.2 Loan outstanding in Banking institutions (in Rs)		10. 3 Monthly Rate of Interest
12.4 Purpose of Bank loan		Agriculture - 1                      Business / trade - 2 Medical Exp - 3                      Wedding / family function - 4 House construction / repair - 5 Educational loan - 6 Others (specify)                      .. - 7
12.5 Private loan outstanding (Money lenders, relatives, etc) (in Rs)		10.6 Monthly Rate of Interest
12.7 Purpose of Private loan		Agriculture - 1                      Business / trade - 2 Medical Exp - 3                      Wedding / family function - 4 House construction / repair - 5 Educational loan - 6 Others (specify) ..... - 7
12.8 Asset Pledged (specify)		

**Q.No:**

		4 Pond/Lake - 5 6	Other (specify) -
14.9 Fuel for Cooking		LPG Gas - 1 3 Firewood - 4	Gobar Gas - 2 Kerosene- Others (specify) - 5
14.10 How long have you been staying in this house		In completed years. If less than one year indicate it as '0'	

**Do you have the following?**

14.11 TV		Yes-1	No - 2
14.12 Fridge		Yes-1	No - 2
14.13 Washing Machine		Yes-1	No - 2
14.14 Cycle		Yes-1	No - 2
14.15 Motorcycles / Moped		Yes-1	No - 2
14.16 Car		Yes-1	No - 2
14.17 Truck Lorry		Yes-1	No - 2
14.18 Telephone		Yes-1	No - 2
14.19 Mobile phone		Yes -1	No - 2
14.20 Cow		Number	
14.21 Buffalo		Number	
14.22 Goat / Sheep		Number	
14.23 Cart		Yes -1	No - 2
14.24 Tractor		Yes -1	No - 2

**15 Gender Aspects**

15.1 Is the lady of the household / Female member involve in financial decisions of the household		Yes - 1 No - 2	
15.2 Who fetches drinking water for the house		Lady of the house - 1 2 Other (specify) - 3.....	Girl child -
15.3 Do they have to cross the road to fetch water		Yes - 1 No - 2	
15.4 Wages per day	Male		Female
15.5 Where did the last child-delivery take place		Govt Hospital - 1 Private Hospital - 2 Midwife at home - 3 Village elder at Home - 4 Other - 5 (specify)..... .....	

Q.No:

15.6 Does the women have title for land or house		
(i) Land		Yes - 1 No - 2
(ii) House		Yes - 1 No - 2
(iii) Others (specify)		Yes - 1 No - 2
15.7 Does the women of the household possess a vehicle		Yes, Car of her own - 1 Yes, two-wheeler of her own- 2 Yes, access to family car / two wheeler -3 No - 4
15.8 Problems faced by the women / girl child of the household with the existing road (THREE most important)		Bad Road Condition -1 Shortage of public transport - 2 Insufficient number of traffic signs - 3 Traffic jams - 4 Safety - 5 Inadequate petrol bunks - 6 Lack of Toilet - 7 Lack of Toilet separate for women - 8 Lack of Facility for women with children - 9 Lack of Bus shelter - 10
15.9 How does women in the family commute to market / work / hospital etc.		Own cycle - 1 Own Car - 2 Own 2-wheeler - 3 Family Car/2-wheeler-4 Walk - 5 Public transport - 6 Other mode ..... - 7

Q.No:

16 Household members

16.13 Income per year	Supplementa ry										
	Main										
16.12 Physical / Mental disability (if any)											Specify
16.11 Place of work (main activity)											Same village/town - 1 Other (specify) - 2
16.10 Why no activity in last year											Work not available-1 skill-5 Old age-2 Invalid / Handicapped-3 7 Child-4 Lack of Student-6 Housewife- Others-8
16.9 Supplementary activity in last year											Petty / Tea shop-1 Eatery-2 Repair/Spare part-3 labourer-11 Business / Trade -4 Casual labourer-9 Cultivator-10 Agricultural Livestock / dairy - Unemployed-13 Not in workforce-
16.8 Main activity in last year											12 Self employed - 5 Salaried / Pension- 6 14 Professional-7 Industrial worker- 8
16.7 Educational Qualification											Up to 5 <sup>th</sup> - 1 Graduate - 6 <sup>th</sup> - 8 <sup>th</sup> - 2 Post Graduate - 7 None - 9 <sup>th</sup> - 10 <sup>th</sup> - 3 8 <sup>11</sup> th - 12 <sup>th</sup> - 4 Diploma/ITI - 5. NA- 6
16.6 Literacy											Can read and write-1 Cannot read and write-2
16.5 Marital status											Married-1 Separated-3 Unmarried-2 Widowed-4
16.4 Age											Completed Years (less than 1 year old child will be 0)
16.3 Sex											Male-1 Female-2, TG-3
16.2 Relationship to H of household		1									Spouse-2 Parent-7 Son/Daughter-3 Grand Child-8 Son/Daughter in law-4 Other rel-9 Brother/Sister-5 Other non rel- 10 Brother/Sister in law-6
16.1 Names of family members											
		HH	2	3	4	5	6	7	8		

**Q.No:**

**Any other information which DP wants to share which is not covered in the questionnaire**

**Authorization**

Name and Signature of the Head of Household or Respondent	
Name and Signature of Interviewer	
Name and Signature of Supervisor	

K-RIDE

Bangalore Suburban Rail Project

Survey Format for EMPLOYEES

To be filled from all the employees losing livelihood due to the displaced shop

Name of the corridor

Chainage

Date	Interviewer	Supervisor

S.No	Details	Response
1	Q. No of the Owner (Affected structure entered in the census sheet)	
2	Name of the Employee	
3	Name of the shop/ agriculture land Owner	
4	Name of father of Employee	
5	Name and address	
6	Contact Number	
7	Sex	
8	Age	
9	Education	
10	Number of family Members	
11	Number of earning members in the family	
12	Mention whether woman employee who is the only earning member of the family	
13	Nature of Business (shop)	Eatery-1 Tea Stall - 2 Repair /Workshop-3 Saloon-4 Grocery Shop - 5 Fruit Shop - 6 Others Specify – 7 .....
14	Nature of work of the employee	Cashier-1 Server - 2 Assistant - 3 Labour - 4 Cook/Tea master - 5 Mechanic - 6 Others Specify – 7 .....
15	Monthly income of the employee from the affected shop	Rs.
16	No. of Years working in the shop	Years
17	Whether the employee continue with the same shop after displacement	Yes - 1 No -2
18	If Yes, how many months you will forgo your income?	
19	If no, will you join in other shop after displacement?	Yes - 1 No -2
20	Owner's Contact detail	Mobile No:
Signature of the Employee		

## K-RIDE.

### Bangalore Suburban Rail Project COMMON PROPERTY RESOURCES FORM (CPR)

Date	Interviewer	Supervisor

1	Name of Corridor		
2	Asset Number		
3	R or L (increasing chainage)		
4	Chainage		km (up to 3 decimals)
5	Distance from center line (Track)		m
6	Name of the village / settlement		
7	Taluk Name		
8	District Name		
9	Asset type	1 - School 2 - Village Pond 3 - Cremation / Burial ground 4 - Place of worship <sup>1</sup> 5 - Grazing land 6 - Play ground 7 - Park 8 - Others (Specify)	
10	Describe what is getting affected		
11	Type of Structure getting affected	1 - Permanent 2 - Semi-permanent 3 - Temporary	
12	Estimated age	Years	
13	User group	Specify village / habitation using	
14	Remarks: (e.g. replace, must avoid, unimportant)		
15	Dimension	Length (parallel to road)	Breadth (perpendicular to road)

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<sup>1</sup> If Temple, historical or of significant. Give a brief note about it.  
Do not classify compound wall or hundi or minor structures of temple getting affected as temple. Only if main deity is affected and the temple needs to be relocated, then classify as temple, else, classify it under others

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**K- RIDE**  
**Bangalore Suburban Rail Project**  
**Public Consultation on Social Aspects**

Name of the Corridor:  
Chainage (Km):

Location:  
Date & Time:

Sl. No.	Questions			
1	Name & Phone Number of the respondent			
2	Age & Sex of the respondent	Age	Sex	Male/Female
3	Profession/activity of the respondent	1. Employee in private sector 2. Govt employee 3. Business 4. Student. 5. Others		
4	Are you aware about the proposed Project?	Yes		
		No		
5	Are you satisfied with the existing travel facilities	Yes		
		No		
6	Do you feel that the BSRP project will satisfy your travel requirements	Yes		
		No		
	If no, please specify:			
7	Are you a regular commuter in and around Bangalore city?	Yes		
		No		
8	What is your mode of transport?	Private Car, Private bike, Paid auto/taxi, Bus, other public transport.		
9	If it is a private vehicle, what is the reason?	1. Lack of reliable public transport 2. Lack of end to end connectivity 3. Inconsistency on commute time. 4. Overloaded public transport. 5. Harassment / eve teasing etc. 6. Travel with infants		
10	What is the approximate distance traveled per day?			
11	How much is the approximate expenditure for travel per day?			
12	Time spends on travel?			
13	Average Monthly income.			
14	Origin of your travel			
15	Destination of your travel			

Name of Surveyor:

--00--00--00--







# **ANNEXURE – C**







## **Affected Major Structures and CPRs<sup>1</sup>**

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<sup>1</sup> Owners' details & photos are available in K RIDE records, but due to its sensitivity, the owners' details & certain photos are not disclosed.






## Corridor – 1


Sl. No.	Chainage	Side	Owner Name	Type Of Structure	Photo
1.	2+145	LHS		Commercial	
2.	3+235	LHS		Residential	
3.	3+250	LHS		Residential	
4.	3+255	LHS		Residential	
5.	3+260	LHS		Residential	
6.	3+263	LHS		Residential	
7.	3+267	LHS		Residential	
8.	3+271	LHS		Residential	
9.	3+278	LHS		Residential	
10.	8+300	LHS		Residential	
11.	8+340	LHS		Residential	
12.	8+345	LHS		Residential	
13.	8+350	LHS		Residential	
14.	8+351	LHS		Residential	
15.	8+351	LHS		Residential	
16.	8+356	LHS		Residential	
17.	8+390	LHS		Residential	

Sl. No.	Chainage	Side	Owner Name	Type Of Structure	Photo
18.	8+390	LHS		Residential	
19.	8+390	LHS		Residential	
20.	8+410	LHS		Residential	
21.	8+450	LHS		Residential	
22.	8+460	LHS		Residential	
23.	8+470	LHS		Residential	
24.	8+480	LHS		Residential	
25.	8+500	LHS		Residential	
26.	8+510	LHS		Residential	
27.	8+525	LHS		Residential	








Sl. No.	Chainage	Side	Owner Name	Type Of Structure	Photo
28.	8+550	LHS		Commercial	
29.	8+650	LHS		Residential	
30.	8+670	LHS		Residential	
31.	9+090	LHS		Residential	
32.	9+130	LHS		Commercial	
33.	9+170	LHS		Commercial	

Sl. No.	Chainage	Side	Owner Name	Type Of Structure	Photo
34.	9+183	LHS		Residential	
35.	9+230	LHS		Residential	
36.	21+150	LHS		Residential	
37.	21+157	LHS		Residential	
38.	21+163	LHS		Residential	
39.	30+270	RHS		Residential	
40.	30+280	RHS		Residential	
41.	30+285	RHS		Residential	
42.	30+290	RHS		Residential	
43.	30+295	RHS		Residential	
44.	30+330	RHS		Residential cum Commercial	










Sl. No.	Chainage	Side	Owner Name	Type Of Structure	Photo
45.	30+350	RHS		Residential	
46.	30+360	RHS		Residential	
47.	30+400	RHS		Residential	
48.	34+210	RHS		Residential	
49.	34+250	LHS		Residential	
50.	34+265	LHS		Residential	
51.	34+445	LHS		Residential	
52.	21+150	LHS		Residential	
53.	21+157	LHS		Residential	













Sl. No.	Chainage	Side	Owner Name	Type Of Structure	Photo
54.	21+163	LHS		Residential	








## Corridor – 2

SL NO	Chainage	Side	Owner Name	Photo
1	02+070	RHS		
2	02+105	RHS		
3	02+112	RHS		
4	02+116	RHS		
5	02+125	RHS		
6	02+132	RHS		
7	02+138	RHS		
8	02+200	RHS		



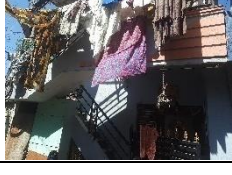








SL NO	Chainage	Side	Owner Name	Photo
9	02+210	RHS		
10	02+235	RHS		
11	02+250	RHS		
12	03+245	RHS		
13	03+250	RHS		
14	03+250	RHS		
15	03+250	RHS		
16	03+250	RHS		
17	03+275	RHS		
18	03+280	RHS		
19	03+280	RHS		
20	03+280	RHS		
21	03+285	RHS		
22	03+290	RHS		

SL NO	Chainage	Side	Owner Name	Photo
23	03+310	RHS		
24	03+320	RHS		
25	03+320	RHS		
26	03+350	RHS		
27	03+360	RHS		
28	03+450	RHS		
29	03+455	RHS		
30	03+465	RHS		
31	03+485	RHS		
32	03+490	RHS		
33	03+500	RHS		
34	03+503	RHS		
35	03+506	RHS		
36	03+515	RHS		
37	03+520	RHS		

SL NO	Chainage	Side	Owner Name	Photo
38	03+525	RHS		
39	03+530	RHS		
40	03+563	RHS		
41	03+850	RHS		
42	03+855	RHS		
43	03+860	RHS		
44	03+860	RHS		
45	03+863	RHS		
46	03+870	RHS		
47	03+870	RHS		
48	03+870	RHS		
49	03+880	RHS		
50	03+380	RHS		

SL NO	Chainage	Side	Owner Name	Photo
51	03+880	RHS		
52	03+886	RHS		
53	03+886	RHS		
54	03+895	RHS		
55	03+895	RHS		
56	03+895	RHS		
57	03+900	RHS		
58	03+900	RHS		
59	03+910	RHS		
60	03+915	RHS		

SL NO	Chainage	Side	Owner Name	Photo
61	03+915	RHS		
62	03+920	RHS		
63	03+920	RHS		
64	03+924	RHS		
65	03+924	RHS		
66	04+290	RHS		
67	04+295	RHS		
68	04+303	RHS		
69	04+315	RHS		
70	04+325	RHS		
71	04+345	RHS		

SL NO	Chainage	Side	Owner Name	Photo
72	04+365	RHS		
73	04+373	RHS		
74	04+410	RHS		
75	04+725	RHS		
76	04+740	RHS		
77	04+755	RHS		
78	04+755	RHS		
79	04+765	RHS		
80	05+930	RHS		
81	06+020	RHS		





SL NO	Chainage	Side	Owner Name	Photo
82	06+290	RHS		
83	06+310	RHS		
84	06+445	RHS		
85	06+460	RHS		
86	06+465	RHS		
87	06+469	RHS		
88	06+474	RHS		
89	06+480	RHS		

SL NO	Chainage	Side	Owner Name	Photo
90	06+485	RHS		
91	06+495	RHS		
92	06+515	RHS		
93	06+540	RHS		
94	06+545	RHS		
95	06+550	RHS		
96	06+557	RHS		
97	06+580	RHS		
98	06+591	RHS		
99	06+610	RHS		





















SL NO	Chainage	Side	Owner Name	Photo
100	06+610	RHS		
101	08+605	RHS		
102	08+640	RHS		
103	08+655	RHS		
104	08+655	RHS		
105	8+800	RHS		
106	8+800	RHS		
107	08+800	RHS		
108	08+800	RHS		
109	08+807	RHS		

SL NO	Chainage	Side	Owner Name	Photo
110	08+807	RHS		
111	08+810	RHS		
112	08+813	RHS		
113	08+817	RHS		
114	08+830	RHS		
115	08+835	RHS		
116	08+840	RHS		
117	08+840	RHS		
118	08+850	RHS		
119	08+850	RHS		

SL NO	Chainage	Side	Owner Name	Photo
120	08+850	RHS		
121	08+860	RHS		
122	08+865	RHS		
123	08+870	RHS		
124	08+880	RHS		
125	08+880	RHS		
126	08+880	RHS		
127	08+880	RHS		
128	08+890	RHS		
129	08+900	RHS		
130	08+900	RHS		

SL NO	Chainage	Side	Owner Name	Photo
131	08+935	RHS		
132	08+985	RHS		
133	08+990	RHS		
134	08+996	RHS		
135	09+010	RHS		
136	09+040	RHS		
137	10+685	RHS		
138	10+710	RHS		
139	10+713	RHS		
140	10+725	RHS		





SL NO	Chainage	Side	Owner Name	Photo
141	10+730	RHS		
142	10+735	RHS		
143	10+765	RHS		
144	10+800	RHS		
145	10+825	RHS		
146	10+875	RHS		
147	11+030	RHS		
148	14+620	LHS		
149	14+698	LHS		
150	14+700	LHS		
151	14+710	LHS		
152	14+725	LHS		
153	14+730	LHS		
154	14+760	LHS		










SL NO	Chainage	Side	Owner Name	Photo
155	14+779	LHS		
156	14+785	LHS		
157	14+785	LHS		
158	14+785	LHS		
159	14+785	LHS		
160	15+100	RHS		
161	15+103	RHS		
162	15+105	RHS		
163	15+105	RHS		
164	15+106	RHS		
165	15+110	RHS		
166	15+116	RHS		
167	15+118	RHS		
168	15+118	RHS		




SL NO	Chainage	Side	Owner Name	Photo
169	15+119	RHS		
170	15+120	RHS		
171	15+120	RHS		
172	15+122	RHS		
173	15+125	LHS		
174	15+127	RHS		
175	15+128	RHS		
176	15+129	RHS		
177	15+130	LHS		
178	15+132	RHS		
179	15+133	LHS		
180	15+133	RHS		
181	15+135	RHS		
182	15+136	RHS		
183	15+137	LHS		
184	15+138	RHS		
185	15+140	RHS		
186	15+140	LHS		










SL NO	Chainage	Side	Owner Name	Photo
187	15+140	RHS		
188	15+142	RHS		
189	15+144	RHS		
190	15+145	LHS		
191	15+146	RHS		
192	15+149	LHS		
193	15+150	RHS		
194	15+150	RHS		
195	15+150	RHS		
196	15+152	RHS		
197	15+152	RHS		
198	15+153	LHS		
199	15+154	RHS		
200	15+156	RHS		
201	15+156	RHS		
202	15+158	RHS		
203	15+159	LHS		
204	15+160	RHS		
205	15+160	LHS		



SL NO	Chainage	Side	Owner Name	Photo
206	15+162	RHS		
207	15+163	RHS		
208	15+160	LHS		
209	15+165	RHS		
210	15+167	RHS		
211	15+167	LHS		
212	15+170	LHS		
213	15+170	LHS		
214	15+171	LHS		
215	15+174	LHS		
216	15+174	RHS		
217	15+175	LHS		

SL NO	Chainage	Side	Owner Name	Photo
218	15+176	RHS		
219	15+178	RHS		
220	15+179	RHS		
221	15+180	LHS		
222	15+181	LHS		
223	15+182	LHS		
224	15+183	RHS		
225	15+183	LHS		
226	15+185	LHS		
227	15+185	LHS		
228	15+186	LHS		
229	15+188	LHS		
230	15+189	LHS		
231	15+189	LHS		

SL NO	Chainage	Side	Owner Name	Photo
232	15+191	LHS		
233	15+192	LHS		
234	15+192	LHS		
235	15+193	LHS		
236	15+194	LHS		
237	15+195	LHS		
238	15+195	LHS		
239	15+196	LHS		
240	15+199	LHS		
241	15+200	LHS		
242	15+200	LHS		
243	15+201	LHS		
244	15+203	RHS		
245	15+204	LHS		
246	15+206	LHS		
247	15+206	LHS		
248	15+208	RHS		
249	15+210	LHS		
250	15+210	LHS		

SL NO	Chainage	Side	Owner Name	Photo
251	15+210	LHS		
252	15+211	LHS		
253	15+212	LHS		
254	15+212	LHS		
255	15+214	RHS		
256	15+216	RHS		
257	15+216	RHS		
258	15+216	RHS		
259	15+218	RHS		
260	15+220	RHS		
261	15+220	RHS		
262	15+221	RHS		
263	15+224	RHS		
264	15+226	RHS		

SL NO	Chainage	Side	Owner Name	Photo
265	15+228	RHS		
266	15+230	RHS		
267	15+230	RHS		

## Corridor – 3

Sl. No.	Chainage	Side	Owner Name	Use Of Structure	Photo
1.	3+465	LHS		Commercial	
2.	3+590	LHS		Residential	
3.	5+380	LHS		Residential	
4.	5+400	LHS		Commercial	
5.	5+450	LHS		Commercial	
6.	6+300	LHS		Commercial	Nil
7.	6+320	LHS		Industrial	
8.	6+355	LHS		Industrial	
9.	7+430	LHS		Residential	Nil
10.	8+460	LHS		Residential	
11.	8+468	LHS		Residential	
12.	8+468	LHS		Residential	

Sl. No.	Chainage	Side	Owner Name	Use Of Structure	Photo
13.	8+470	LHS		Vacant	
14.	8+475	LHS		Residential	
15.	8+570	LHS		Residential	
16.	8+590	LHS		Res & Com	
17.	8+597	LHS		Residential	
18.	8+607	LHS		Residential	
19.	9+250	LHS		Residential	

Sl. No.	Chainage	Side	Owner Name	Use Of Structure	Photo
20.	9+330	LHS		Commercial	
21.	9+340	LHS		Residential	
22.	9+350	LHS		Residential	
23.	10+467	LHS		Residential	
24.	10+475	LHS		Residential	
25.	10+480	LHS		Residential	
26.	10+485	LHS		Residential	



Sl. No.	Chainage	Side	Owner Name	Use Of Structure	Photo
27.	10+495	LHS		Residential	
28.	10+500	LHS		Residential	
29.	10+515	LHS		Residential	
30.	10+520	LHS		Commercial	
31.	10+528	LHS		Residential	
32.	10+532	LHS		Residential	
33.	10+537	LHS		Residential	


Sl. No.	Chainage	Side	Owner Name	Use Of Structure	Photo
34.	10+547	LHS		Commercial	
35.	10+553	LHS		Residential	
36.	10+561	LHS		Residential	
37.	10+568	LHS		Residential	
38.	10+575	LHS		Residential	
39.	10+581	LHS		Residential	
40.	10+587	LHS		Residential	
41.	10+594	LHS		Residential	
42.	12+620	LHS		Residential	
43.	12+625	LHS		Residential	
44.	12+628	LHS		Residential	
45.	12+632	LHS		Commercial	
46.	12+637	LHS		Residential	


Sl. No.	Chainage	Side	Owner Name	Use Of Structure	Photo
47.	12+643	LHS		Residential	
48.	12+648	LHS		Residential	
49.	12+652	LHS		Residential	
50.	12+654	LHS		Residential	
51.	12+658	LHS		Residential	
52.	12+663	LHS		Commercial	
53.	12+666	LHS		Residential	

Sl. No.	Chainage	Side	Owner Name	Use Of Structure	Photo
54.	12+669	LHS		Residential	
55.	12+672	LHS		Residential	
56.	12+675	LHS		Residential	
57.	12+680	RHS		Residential	
58.	12+686	RHS		Residential	
59.	12+690	RHS		Commercial	
60.	14+920	RHS		Residential	
61.	14+960	RHS		Res & Com	

Sl. No.	Chainage	Side	Owner Name	Use Of Structure	Photo
62.	15+820	RHS		Res & Com	
63.	15+835	RHS		Residential	
64.	15+847	RHS		Res & Com	
65.	15+860	RHS		Commercial	
66.	15+872	RHS		Commercial	

### Corridor – 4

Sl. No.	Design Chainage	Side	Owner Name	Type of Structure	Photo
1.	1+640	LHS		Commercial	

Sl. No.	Design Chainage	Side	Owner Name	Type of Structure	Photo
2.	2+890	LHS		Residential	
3.	8+865	LHS		Commercial	
4.	14+745	LHS		Residential	
5.	14+755	LHS		Residential	
6.	14+765	LHS		Residential	
7.	14+782	LHS		Residential	
8.	14+825	LHS		Residential	

Sl. No.	Design Chainage	Side	Owner Name	Type of Structure	Photo
9.	14+930	LHS		Residential	
10.	14+965	LHS		Residential	
11.	14+980	LHS		Residential	
12.	15+015	LHS		Residential	
13.	15+080	LHS		Residential	
14.	15+095	LHS		Residential	
15.	15+140	LHS		Residential	
16.	15+160	LHS		Residential	

Sl. No.	Design Chainage	Side	Owner Name	Type of Structure	Photo
17.	15+205	LHS		Residential	
18.	15+220	LHS		Residential	
19.	15+235	LHS		Residential	
20.	15+243	LHS		Residential	
21.	15+251	LHS		Residential	
22.	15+260	LHS		Residential	
23.	15+310	LHS		Residential	




Sl. No.	Design Chainage	Side	Owner Name	Type of Structure	Photo
24.	15+317	LHS		Residential	
25.	15+330	LHS		Residential	
26.	15+360	LHS		Residential	
27.	15+385	LHS		Residential	
28.	15+400	LHS		Residential	
29.	15+425	LHS		Residential	
30.	15+440	LHS		Residential	

Sl. No.	Design Chainage	Side	Owner Name	Type of Structure	Photo
31.	15+458	LHS		Residential	
32.	15+468	LHS		Residential	
33.	15+485	LHS		Residential	
34.	17+210	RHS		Residential	
35.	17+215	RHS		Residential	
36.	17+250	RHS		Residential	
37.	17+255	RHS		Residential	
38.	17+270	RHS		Residential	
39.	17+270	RHS		Residential	

Sl. No.	Design Chainage	Side	Owner Name	Type of Structure	Photo
40.	17+270	RHS		Residential	
41.	17+275	RHS		Residential	
42.	17+288	RHS		Residential	
43.	17+282	RHS		Residential	
44.	17+295	RHS		Residential	
45.	17+295	RHS		Residential	
46.	17+302	RHS		Residential	
47.	17+310	RHS		Residential	

Sl. No.	Design Chainage	Side	Owner Name	Type of Structure	Photo
48.	17+320	RHS		Residential	
49.	17+500	RHS		Residential	
50.	17+535	RHS		Residential	
51.	17+730	RHS		Commercial	
52.	17+800	RHS		Commercial	
53.	18+170	RHS		Commercial	
54.	21+215	RHS		Residential	
55.	21+225	RHS		Residential	
56.	21+235	RHS		Residential	
57.	21+240	RHS		Residential	
58.	21+250	RHS		Residential	
59.	21+255	RHS		Residential	
60.	21+265	RHS		Residential	

Sl. No.	Design Chainage	Side	Owner Name	Type of Structure	Photo
61.	21+275	RHS		Residential	

# **ANNEXURE – D**

## **Minutes of Consultations**

## Key Stakeholder Consultations

<b>01</b>	<b>Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE)</b>
<b>Consultancy services for the preparation of Environmental Impact Assessment and Social Impact Assessment Reports for Bengaluru Suburban Railway Project (BSRP)</b>	
<b>Key Stakeholder</b>	Karnataka Slum Development Board <sup>2</sup>
<b>Stake in the project</b>	Certain declared and undeclared slums are falling in the alignment. Development of the declared slum in Karnataka is in the scope of the Karnataka Slum Development Board.
<b>Role</b>	The rehabilitation of the affected slum dwellers is critical in the project. Hence the role of the KSDB in the project is significant
<b>Venue of the consultation:</b>	At the office of the Commissioner, Karnataka Slum Development Board, Bangalore
<b>Date &amp; Time</b>	17 March 2022, 4 PM

In order to understand the nature and legal issues of the slum settlement located within the corridor of the impact of the project alignments, Mr. Sureshkumar OG, Social Development Expert of the SIA team has conducted a discussion with the Commissioner, Karnataka Slum Development Board (KSDB) on 17 March 2022 at 4PM at the chamber of the Commissioner, KSDB Bangalore. Mr. B. Venkatesh the Commissioner, KSDB and Mr. Krishnamurthy, the Assistant Executive Engineer, KSDB have attended in the discussion along with the other relevant officers.

At the outset Mr. Sureshkumar OG explained about the project (BSRP) and the objective of the discussion. He informed the officers that, the census and socio-economic survey for corridor 2 & 4 is over and the same is in progress for other two corridors. The survey shows that as per the design (engineering drawing) the residents of the Mr. Jayaram Colony (slum settlement), Mathikere would be affected, and they need to be resettled before the commencement of the civil works.

An elevated structure with 12 meters wide on superstructure would be constructed at this location – connecting Yeshwanthpur to Lottegollahalli stations. The settlement is linear in nature along the existing road (mostly two rows of houses), the average width of the settlement is also around 12 meters. Hence, all the residents of the Mr. Jayaram Colony, Mathikere to be relocated.

In response to the same the Assistant Executive Engineer Mr. Krishnamurthy confirmed that the Mr. Jayaram Colony, Mathikere is a declared slum. The notification has been issued on two different dates. The notification for 26 gunta of land has done on 31 May 1984 and for 25 gunta of land has done in 1996. Once the slum is notified then resettlement of the slum dwellers is the responsibility of the Karnataka Slum Development Board. The dwellers of a declared slum cannot be evicted forcefully.

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<sup>2</sup> The photos of Key Stakeholder consultations are available in K RIDE records, but due to its sensitivity, the same is not disclosed.

The resettlement of the residents of the Mr. Jayaram Colony is in the plan of the Karnataka Slum Development Board. However, it may take more time to materialize the plan, as the department should find out a suitable land for the resettlement of the residents.

A discussion on the practical difficulties prevails on the resettlement of the slum dwellers has also happened in the meeting, the main issues highlighted in the meeting are given below.

- As per the policy of the KSDB the entitled person for resettlement must pay a certain amount as beneficiary contribution, most of the slum dwellers are finding difficulty in arranging the beneficiary contribution. If the BSRP is ready to provide compensation for their existing buildings and other assets, the same can be used as beneficiary contribution and speed up the resettlement activities.
- The resettlement of the residents may take longer period and the same may affect the schedule of the project implementation as well, hence KRIDE may think about providing the following assistances to the slum dwellers
  - 1) Rental Allowance for one year period @ Rs. 8,000/Month
  - 2) One time shifting assistance of Rs. 30,000/-
  - 3) One time resettlement assistance of Rs. 30,000.
- The shifting and resettlement assistance amount together can be used towards the deposit amount for the new rental buildings. KSDB may be developed the resettlement site within one year. Hence the project can be implemented as per the schedule.

Mr. B Venkatesh, commissioner KSDB has suggested to have a joint meeting with the KSDB, K RIDE officials and elected representatives of the slum located constituency (Malleswaram Constituency). Mr. Commissioner said that his office will initiate the meeting and invite the elected representatives and KRIDE officials to the meeting.



**Consultancy services for the preparation of Environmental Impact Assessment and Social Impact Assessment Reports for Bengaluru Suburban Railway Project (BSRP)**

<b>Key Stakeholder</b>	Karnataka Industrial Area Development Board. <sup>3</sup>
<b>Stake in the project</b>	Land acquisition for the project is being done by KIADB as per the KIAD Act 1966.
<b>Role</b>	SLAO
<b>Venue of the consultation:</b>	At the office of the Special Land Acquisition Officer, Karnataka Industrial Area Development Board, Bangalore
<b>Date &amp; Time</b>	25 March 2022, 2 PM

In order to understand the procedures of land acquisition including the entitlement as per the KIAD Act, Mr. Sureshkumar OG, Social Development Expert of the SIA team has conducted a discussion with Mr. T M Venkatesh (Sheristadar), office of the Special Land Acquisition Officer, Karnataka Industrial Area Development Board, Zonal Office on 25 March 2022 at 2PM at his office.

The Sheristadar, explained that the land acquisition is being done as per the Karnataka Industrial Area Development Act (KIADA), 1966 and the compensation and R&R benefits will be estimated as per the RFCTLARR Act 2013. In response to the question about the resettlement assistance for non-tilted holder, he has stated that the same to be paid by K RIDE, based on the entitlement matrix of the project.

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<sup>3</sup> The photos of Key Stakeholder consultations are available in K RIDE records, but due to its sensitivity, the same is not disclosed.

## Focus Group Discussion

<b>03</b>	<b>Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE)</b>		
	<b>Consultancy services for the preparation of Environmental Impact Assessment and Social Impact Assessment Reports for Bengaluru Suburban Railway Project (BSRP)</b>		
<b>Focused Group:</b>	Residential and Residential cum commercial owners. <sup>4</sup>	Date & Time:	17 March 2022, 2 PM
<b>Corridor No:</b>	02	Venue:	Mohan Nagar (along the realignment)
<b>Number of Participants</b>	Male: 9	Female:2	Total:11

The Social Development Consultant Mr. Nagaraju has undertaken the consultation with the likely displaced residential and residential cum commercial building owners located along the proposed realignment (in between Yeshwanthpur to Mathikere) location. Most of the owners are staying at this location for last 30 years. Fabrication works and other commercial activities are the main activities are being undertaken by the affected people.

At the outset of the meeting, the SIA consultant has explained about the project and the intention of the meeting (identify the probable social issues including, loss of assets and loss of livelihood) and requested the participants to share their views on various aspects such as, importance of the project, how it would be beneficial to the community, how to mitigate the likely adverse impact may happen to the owners of the properties, what is their expectation on compensation and livelihood restoration and resettlement and rehabilitation, etc

All are welcomed the project at the same time they are concerned about the compensation packages, they suggested for the prevailing market rate for the affected land and building. The tenants of the buildings requested for sufficient advance notice to find out a suitable location to shift their activities. The PAPs requested to maintain transparency in acquisition procedures and fixing of compensation.

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<sup>4</sup> The photo and the attendance list of Focus Group Discussion are available in K RIDE records, but due to its sensitivity, the same is not disclosed.

**Consultancy services for the preparation of Environmental Impact Assessment and Social Impact Assessment Reports for Bengaluru Suburban Railway Project (BSRP)**

<b>Focused Group:</b>	Residential owners of declared slum <sup>5</sup>	Date & Time:	18 March 2022, 4 PM
<b>Corridor No:</b>	02	Venue:	Mr. Jayaram Colony, Mathikere
<b>Number of Participants</b>	Male: 12	Female:0	Total:12

The Social Development Consultant Mr. Nagaraju has undertaken the consultation with the likely displaced residential building owners of Mr. Jayaram Colony, Mathikere. Most of the owners are staying at this location for last 40 years. This is a declared slum (declared in 1996).

At the outset of the meeting, the SIA consultant has explained about the project and the intention of the meeting (identify the probable social issues including, loss of assets and loss of livelihood) and requested the participants to share their views on various aspects such as, importance of the project, how it would be beneficial to the community, how to mitigate the likely adverse impact may happen to the owners, what is their expectation on compensation and resettlement and rehabilitation, etc

There are two different opinions on relocating from this location to another site. Certain people are ready to relocate if they get 'Patta land' (legal ownership) for at least the same area of which they presently enjoying in the current location. Few people suggested that the resettlement site should be near to the existing location.

The people said that they are approaching all the agencies including the Karnataka Slum Development Board, elected representatives to avoid displacement.

<sup>5</sup> The photo and the attendance list of Focus Group Discussion are available in K RIDE records, but due to its sensitivity, the same is not disclosed.

**Consultancy services for the preparation of Environmental Impact Assessment and Social Impact Assessment Reports for Bengaluru Suburban Railway Project (BSRP)**

<b>Focused Group:</b>	Residential owners of slum <sup>6</sup>	Date & Time:	21 March 2022, 1 PM
<b>Corridor No:</b>	03	Venue:	Nayandahalli, Near Railway Gate, Vinayaka Extension.
<b>Number of Participants</b>	Male: 6	Female:8	Total:14

The Social Development Consultant Mr. Nagaraju has undertaken the consultation with the likely displaced residential building owners of Nayandahalli, Near Railway Gate, Vinayaka Extension. Most of the owners are staying at this location for last 50 years.

At the outset of the meeting, the SIA consultant has explained about the project and the intention of the meeting (identify the probable social issues including, loss of assets and loss of livelihood) and requested the participants to share their views on various aspects such as, importance of the project, how it would be beneficial to the community, how to mitigate the likely adverse impact may happen to the owners, what is their expectation on compensation and resettlement and rehabilitation, etc

The people at this location did not cooperate with the social survey. They stated that without a proper plan for rehabilitation they will not cooperate with the survey.

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<sup>6</sup> The photo and the attendance list of Focus Group Discussion are available in K RIDE records, but due to its sensitivity, the same is not disclosed.

**Consultancy services for the preparation of Environmental Impact Assessment and Social Impact Assessment Reports for Bengaluru Suburban Railway Project**

<b>Focused Group:</b>	Displaced Employees of commercial building <sup>7</sup>	Date & Time:	14 March 2022, 2 PM
<b>Corridor No:</b>	04	Venue:	Yelahanka (Near Railway Station)
<b>Number of Participants</b>	Male: 9	Female:0	Total:9

The Social Development Consultant Mr. Sureshkumar OG has undertaken the consultation with the likely displaced power loom workers (employees) located near Yelahanka railway station. Six employees are working in his power loom and most of them are working with him since last 15 -to 20 years. The employees are being paid based on the output (piece work) and they are earning around Rs.3000 per week.

At the outset of the meeting, the SIA consultant has explained about the project and the intention of the meeting (identify the probable social issues including loss of livelihood) and requested the participants to share their views on various aspects such as, importance of the project, how it would be beneficial to the community, how to mitigate the likely adverse impact may happen to the employees, what is their expectation on livelihood restoration and resettlement and rehabilitation, etc

The participants unanimously stated that the project would be helpful for the people staying away from the city for their daily travel to the city with minimum budget.

Last 20 years they are working as power looms operators, and they are earning around Rs. 3000 per week. Once they got displaced from the existing job it would be difficult for them to get a job in a new place, as it is not clear that the same owner would continue the business after the demolition of the structure, even if he is interested to reestablish the same at new place it may take some time. Hence, they demanded for some resettlement assistances for the period actual job loss.

<sup>7</sup> The photo and the attendance list of Focus Group Discussion are available in K RIDE records, but due to its sensitivity, the same is not disclosed.

**Consultancy services for the preparation of Environmental Impact Assessment and Social Impact Assessment Reports for Bengaluru Suburban Railway Project (BSRP)**

<b>Focused Group:</b>	Residential and Residential cum commercial owners. <sup>8</sup>	Date & Time:	14 March 2022, 3 PM
<b>Corridor No:</b>	04	Venue:	Yelahanka (Near Railway Station)
<b>Number of Participants</b>	Male: 4	Female:4	Total:8

The Social Development Consultant Mr. Sureshkumar OG has undertaken the consultation with the likely displaced residential and residential cum commercial building owners located near Yelahanka railway station. Most of the owners are staying at this location for last 20 years and in almost all houses the household-based power loom also could see, mostly operating by the household members.

At the outset of the meeting, the SIA consultant has explained about the project and the intention of the meeting (identify the probable social issues including, loss of assets and loss of livelihood) and requested the participants to share their views on various aspects such as, importance of the project, how it would be beneficial to the community, how to mitigate the likely adverse impact may happen to the owners of the properties, what is their expectation on compensation and livelihood restoration and resettlement and rehabilitation, etc

All are welcomed the project at the same time they are concerned about the displacement from their houses. They have requested to limit the project implementation in the land owned by the railway. If it is necessary to acquire their land sufficient compensation and resettlement assistances to be provided. They will lose both their houses as well as the source of income.

<sup>8</sup> The photo and the attendance list of Focus Group Discussion are available in K RIDE records, but due to its sensitivity, the same is not disclosed.

**Consultancy services for the preparation of Environmental Impact Assessment and Social Impact Assessment Reports for Bengaluru Suburban Railway Project (BSRP)**

<b>Focused Group:</b>	Displaced Residential Tenants. <sup>9</sup>	Date & Time:	15 March 2022, 11.30 AM
<b>Corridor No:</b>	04	Venue:	Mahadevapura
<b>Number of Participants</b>	Male: 7	Female:2	Total:9

The Social Development Consultant Mr. Sureshkumar OG has undertaken the consultation with the likely displaced residential tenants located Mahadevapura. Most of them are staying at this location for last 4 to 5 years. The residential tenants located near Mahadevapura locations are mostly the immigrants from Nepal and northeastern states. All of them are engaged in various jobs such as cook, delivery boys, housemates etc. The average rent per house is Rs.3000/Month and the deposit is around Rs.10000.

At the outset of the meeting, the SIA consultant has explained about the project and the intention of the meeting (identify the probable social issues including, loss of assets and loss of livelihood) and requested the participants to share their views on various aspects such as, importance of the project, how it would be beneficial to the community, how to mitigate the likely adverse impact may happen to the residential tenants, what is their expectation on relocation to new houses, etc.

They are worried on getting the deposited amount (advance paid to the owner) back and another suitable house within this rent at nearby areas, as their children are studying in nearby schools also their source of livelihood activities are nearby. They requested for sufficient advance notice and assistance to transport their household item to new location.

<sup>9</sup> The photo and the attendance list of Focus Group Discussion are available in K RIDE records, but due to its sensitivity, the same is not disclosed.

**Consultancy services for the preparation of Environmental Impact Assessment and Social Impact Assessment Reports for Bengaluru Suburban Railway Project (BSRP)**

<b>Focused Group:</b>	Displaced aged Residential Owner and Tenants <sup>10</sup>	Date & Time:	15 March 2022, 11 AM
<b>Corridor No:</b>	04	Venue:	Mahadevapura
<b>Number of Participants</b>	Male: 2	Female:3	Total:5

The Social Development Consultant Mr. Sureshkumar OG has undertaken the consultation with the likely displaced residential owner at Mahadevapura.

At the outset of the meeting, the SIA consultant has explained about the project and the intention of the meeting (identify the probable social issues including, loss of assets and loss of livelihood) and requested the participants to share their views on various aspects such as, importance of the project, how it would be beneficial to the community, how to mitigate the likely adverse impact may happen to the owners of the properties, what is their expectation on compensation and livelihood restoration and resettlement and rehabilitation, etc

Mr. P. S. [REDACTED] is residing in his own house for last 23 years. He is around 63 aged old. He is staying in the ground floor house of a G+1 building, and he has rented out the 1st floor houses. He is a retired employee of a private firm, his sole source of livelihood is income from the rented buildings, which is around ₹.15000/- month. He and his spouse are staying in the house, they don't have children and other family members to take care of them. He has demanded that; he must get an alternate house and good compensation for his land and building (preferably as per the Bangalore Metro Rail Corporation's compensation package).

The tenants requested for sufficient advance notice and some assistance for shifting the assets.

<sup>10</sup> The photo and the attendance list of Focus Group Discussion are available in K RIDE records, but due to its sensitivity, the same is not disclosed.



# 11

Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE)

Meeting

K RIDE & KSDB<sup>11</sup>



RAIL INFRASTRUCTURE DEVELOPMENT COMPANY  
(KARNATAKA) LIMITED  
(K RIDE)

KARNATAKA SLUM DEVELOPMENT  
BOARD  
(KSDB)


Sub: Proceedings regarding resolving the issues concerning with - M R Jayaram slum temporary relocation during the progress of the civil works.

MINUTES OF MEETING - 01	
VENUE	Chamber of Commissioner/ KSDB, Bengaluru
DATE & TIME	25.10.2023; 16:10 hrs to 16:40 hrs

#### DETAILS OF PROCEEDINGS

#### Discussion & Decision:

2. The officials of KSDB, K-RIDE have discussed methodology for construction of BSRP all along the M R Jayaram Slum area, Mathikere and issues concerning temporarily vacating/ shifting the affected residents during the progress of civil works, which involves 53 houses.
3. The Commissioner & the Chief Engineer of the Slum Development Board have agreed to convene a meeting with the representatives of the slum and the concerned Member of Legislative Council (MLC) to resolve the issue amicably.
4. Accordingly, meeting with MLC and the representatives of the slum dwellers, officials of K-RIDE and KSDB have been scheduled on 02.11.2023;
5. A Final decision on the temporary relocation of affected houses/ residents entrusted to Special Deputy Commissioner/ K RIDE to co-ordinate & convene a meeting with the above personnel and to co-ordinate with the concerned stakeholders;

  
Special Deputy  
Commissioner  
K RIDE

ವಿಶೇಷ ಜಿಲ್ಲಾ ಡಿ.ಕಾರಿ  
ಬೆಂಗಳೂರು ಉಪ-ನಗರ ರೈಲ್ವೆ ಯೋಜನೆ,  
K-RIDE ಬೆಂಗಳೂರು.

  
Commissioner  
KSDB  
Karnataka Slum Development Board  
Bangalore

<sup>11</sup> The photo and the attendance list of the meeting are available in K RIDE records, but due to its sensitivity, the same is not disclosed.



RAIL INFRASTRUCTURE DEVELOPMENT COMPANY  
(KARNATAKA) LIMITED  
(K RIDE)



KARNATAKA SLUM DEVELOPMENT  
BOARD  
(KSDB)

Sub: Proceedings regarding resolving the issues concerning with - M R Jayaram slum temporary relocation during the progress of the civil works.

MINUTES OF MEETING - 02

3. On 02.11.2023, a meeting was convened in the presence of Hon'ble Member of Legislative Council (MLC) and the officials of K-RIDE & KSDB, along with the representatives of M R Jayaram Slum dwellers.
4. Hon'ble MLC and representative of the Residents of M R Jayaram Slum were explained about the likely disturbances to the residents during construction of BSRP. The need was also explained for temporarily vacating the houses to ensure safety of residents during civil construction.
5. The representatives of M R Jayaram Slum have voluntarily agreed to relocate temporarily themselves during the construction of civil works to the residences of their neighbours' slum residents. Since, temporary relocation is required for BSRP execution. Their consent for voluntary relocation with the condition that KSDB must construct new houses only for the M R Jayaram Slum Dwellers as per their requirement.
6. The Commissioner/ KSDB has agreed to implement the slum housing scheme for the slum dwellers exclusively for M R Jayaram slum residents in coordination with MLC.
7. The Compensation & Resettlement package entitlement was explained to the representatives of M R Jayaram slum dwellers, and was appreciated by the slum dwellers and MLC. The compensation as per the "Compensation & Resettlement package for BSRP" as approved by Govt. of Karnataka will be calculated & facilitated to KSDB towards the contributory funding for the dwellers for permanent resettlement at housing project of KSDB.
8. The representatives of M R Jayaram slum dwellers expressed their desire to help by all means in construction of suburban rail.

Special Deputy  
Commissioner  
K RIDE

ವಿಶೇಷ ಜಿಲ್ಲಾಧಿಕಾರಿ  
ಬೆಂಗಳೂರು ಉಪ-ನಗರ ರೈಲ್ವೆ ಯೋಜನೆ,  
K-RIDE ಬೆಂಗಳೂರು.

Commissioner  
KSDB  
Commissioner  
Karnataka Slum Development Board  
Bangalore

<sup>12</sup> The photo and the attendance list of the meeting are available in K RIDE records, but due to its sensitivity, the same is not disclosed.

# **ANNEXURE – E**

## **Minutes of Gender Sensitive Consultations**

## Focus Group Discussion with the College Girls

01	<b>Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE)</b>		
<b>Consultancy Services for the preparation of Gender Action Plan for Bengaluru Suburban Railway Project (BSRP)</b>			
<b>Focused Group:</b>	<b>College Girls<sup>13</sup></b>	<b>Date &amp; Time</b>	<b>06<sup>th</sup> September 2022, 11 am</b>
<b>Corridor No:</b>	<b>03</b>	<b>Venue:</b>	<b>Don Bosco College of Management, Bangalore East</b>
<b>Number of Participants</b>	<b>Male: 0</b>	<b>Female: 16</b>	<b>Total: 16</b>

A focus group discussion was organized among the girl students of Don Bosco College of Management, located 900 meters away from Bangalore East Railway Station. As many as 16 students participated and expressed their perceptions in the discussion. The students were informed about the implementation of the suburban train facility in Bengaluru city and they are encouraged to their views on the prospective project.

Most of the students reach college by using their two-wheeler or the government city buses. The students travel from a minimum of 6 km to 20 km every day to reach the college. They spend around Rs 50 per day on their travel. Those who travel by the government bus take from 30 minutes to one hour to reach the college; however, the timing is highly unstable due to traffic congestion and natural climatic changes. Some students expressed their grievance that they were forced to skip the first-period class due to the unpredictable delay by the city bus travel.

The views of the students about the implementation of the Sub-urban train facility in Bangalore city are given below:

The connectivity of the city bus service in the city is not systematic as sometimes the students should use two buses to travel just 5 km. But the suburban train's connectivity is systematically planned from one direction to the other direction. The interchange station facility helps to save a lot of time.

Some students who are from poor economic backgrounds are not able to use auto-rickshaws due to the unaffordable high fare. The reasonable ticket fare of the sub-urban will be a boon for those students.

Sometimes the girls should drop off two to three buses due to the over-crowd during peak hours. The sub-urban train which could carry several hundreds of passengers in a single trip will help the girls to save time and eventually help them to attend the first-hour classes too.

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<sup>13</sup> The photo and the attendance list of Focus Group Discussion are available in K RIDE records, but due to its sensitivity, the same is not disclosed.

The travel time of the bus is not definite. The more traffic or the technical problems with the signal lamps and the poor weather will consume more time. This unexpected delay will be avoided by the sub-urban train travel.

Every origin station, main station and destination station should have a medical shop with important medicines for senior citizens, children and women such as napkins, diapers etc.

The girls recollected that they heard bi-cycles are available in metro stations. Such bi-cycles or battery-operated bicycles can be available in the suburban stations too.

The metro will run from 5 Am to 11 PM. But Bangalore is a hub of IT and Call centres, hence many people work at midnight also. Hence suburban trains may run all 24 hours every day.

The availability of the woman police should be ensured during the night trains

Exclusive women-only trains can be operated in the peak and prime hours

The girls further informed that they have seen the security guards ensure the passengers maintain a disciplined queue to board the train in the metro rail stations. Such efforts can be taken in the suburban trains with separate queues for women.

Purified Drinking water facilities should be available in all the stations

We have seen in English movies that a small library is maintained in the airports. Such libraries can be maintained in the railway stations and those libraries can be maintained by women.

The girls expressed their gratitude for the implementation of the project as it would be gender sensitive and women-friendly project.

## Focus Group Discussion with the Transgenders

<b>02</b>		<b>Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE)</b>	
<b>Consultancy Services for the preparation of Gender Action Plan for Bengaluru Suburban Railway Project (BSRP)</b>			
<b>Focused Group:</b>	<b>Transgender – Mahatma Gandhi Trust<sup>14</sup></b>	<b>Date &amp; Time</b>	<b>06<sup>th</sup> September 2022, 3 pm</b>
<b>Corridor No:</b>	<b>02</b>	<b>Venue:</b>	<b>KSB Colony Quarters, Banaswadi</b>
<b>Number of Participants</b>	<b>Transgender: 12</b>	<b>Female: 0</b>	<b>Total: 12</b>

A focus group discussion was held among the transgender community who are members of the civil society Mahatma Gandhi Trust.

This organization is organizing the transgender and caters for their needs. As many as 12 transgender have participated in the consultation. They were explained about the implementation of the suburban train facility proposed in the Banaswadi area where they live. The suggestions given by the transgender are given below:

The transgender participants told that they have seen a double-decker train running between Bangalore to Chennai. Such type of trains can be introduced in the suburban trains also. Or we have seen Bangalore to Coimbatore double-decker train. This is a train with ordinary coaches but some coaches are double-deck coaches. Such types of ordinary and double-decker mixed sub-urban trains can be introduced and those double-deck coaches can be allotted for, transgender, women and senior citizens only. If that is not technically feasible, then a separate coach for women and transgender can be allotted on each train. However, when such coaches are located far away from the platform, the vulnerable should walk for a distance which is major distress to them. Then they requested to allot separate seats allotted in each coach for senior citizens, pregnant women and other vulnerable to avoid such distress. The transgender community insisted to include them on such reservations as they are also vulnerable.

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<sup>14</sup> The photo and the attendance list of Focus Group Discussion are available in K RIDE records, but due to its sensitivity, the same is not disclosed.

Although most of the transgender members are school dropped-out because of the ill-treatment they encountered by their counterpart students and sometimes by the teachers in the schools, some transgender expressed their desire of reading books and newspapers. Some daily newspapers such as 'The Hindu', and 'Times of India' are distributed in the main railway stations free of cost as a part of advertisements. Such free-of-cost newspapers can be handed over to the transgender librarian and in turn, those librarians can sell those newspapers for a nominal cost by which the transgender livelihood will be promoted.

Medical assistance was given in many railway stations during the COVID-19 pandemic, particularly massive vaccination campaigns conducted in the railway stations. Likewise, a dispensary sort of medical facility can be available in each terminal so that the poor and the transgender can make use of such medical services.

Robbery is a major menace in the KSB colony area, Banaswadi. If a station is constructed in this area, the constant flow of people will reduce the robbery and a police outpost can be constructed along with the stations. The police should be trained to be sensitive enough to transgender issues.

There is a belief that getting blessings from the transgender is a good sign for the common man. The transgender blesses the passengers of buses and trains and in turn, collects money from them which is the major source of their income. Since the proposed suburban train will have more passengers which leads to getting more collection, they expected a free travel pass to travel on the suburban trains.

The transgender who is willing to do business can be given a loan either from the government or necessary arrangements can be made through civil societies or microfinance institutions by which the loans can be given to the transgender who can be allowed to run small shops of essentials on the stations and can be allowed to sell their products in the trains.

The transgender is teased and side-lined by the public since the public is ignorant of their peculiar' plights. Hence transgender- sensitive posters and slogans can be pasted inside the trains and on the stations which would enable the transgender to mingle with the mainstream. Further, a few transgender can be employed as security guards and as ticket distributors.

## Focus Group Discussion with the Civil Society- (Self Help Group) Woman members

03	Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE)		
<b>Consultancy Services for the preparation of Gender Action Plan for Bengaluru Suburban Railway Project (BSRP)</b>			
<b>Focused Group:</b>	<b>SHG women members – World Vision<sup>15</sup></b>	<b>Date &amp; Time</b>	<b>07<sup>th</sup> September 2022, 11 am</b>
<b>Corridor No:</b>	<b>03</b>	<b>Venue:</b>	<b>MCT quarters, Kengeri</b>
<b>Number of Participants</b>	<b>Male: 0</b>	<b>Female: 15</b>	<b>Total: 15</b>

World Vision India is a civil society working on Child Health and Nutrition, Education, Livelihood and Resilience, Gender and Women Empowerment, Water, Sanitation and Hygiene, Disability and Disaster Management. They formed women's self-help groups in Bangalore. Detailed consultation was held on 7<sup>th</sup> September 2022 with one of its women self-help groups located in Kengeri, near Corridor 03. . The women self-help group members are very much delighted about the implementation of the proposed project. They asserted that it is an instrument of women empowerment as this project would bring more financial independence to the women vendors and women entrepreneurs and enhance their social capital by increasing their intra-city mobility through suburban transport.

The details of the discussion are elaborated below:

The woman city bus travelers in the neighbouring states are privileged to travel free of cost. This facility motivated poor housewives to work for employment. Though free-of-cost travel is not possible on the suburban railway due to its heavy investment, a smart travel card with a 50% concession can be given to women. The car and bike parking stand can be allotted to the women's self-help groups as the group can earn a considerable amount of income.

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<sup>15</sup> The photo and the attendance list of Focus Group Discussion are available in K RIDE records, but due to its sensitivity, the same is not disclosed.



The operation and maintenance of the stations and platforms can be handed over to the women civil societies so that the stations' hygiene should be followed and it would provide a livelihood to the poor women

Many women self-help groups involve in medicine/ health and hygiene products like the production of napkin pads etc. those items can be sold in the stations and trains or those woman entrepreneurs can be encouraged to run stalls/shops in the stations

A separate coach for women can be allotted during peak hours.

All the emergency, help lines, and toll-free numbers can be adequately displayed in the stations, platforms and coaches. Such sign boards can be written in Kannada and English.

The women further urged that they have seen woman drivers on Metro trains. Hence woman drivers can be employed particularly during the night times in the sub-urban trains also.

Women self-help group members can be trained as auto rickshaw drivers and loan facilities can be arranged for them. These auto-rickshaws can be available at night to protect the nighttime women passengers. Those women drivers can be taught martial arts such as karate etc for self-protection and to protect woman passengers.

Private construction companies like L and T are involved in the construction of the railway. Those companies should be instructed to concentrate their Corporate Social Responsibility services on the poor woman living near the railway stations. These companies may promote microfinance activities among the women living near the stations.

## Focus Group Discussion with the Frontline Female Health Workers

<b>04</b>	<b>Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE)</b>		
	<b>Consultancy Services for the preparation of Gender Action Plan for Bengaluru Suburban Railway Project (BSRP)</b>		
<b>Focused Group:</b>	<b>Frontline Health workers <sup>16</sup></b>	<b>Date &amp; Time</b>	<b>07<sup>th</sup> September 2022, 3 PM</b>
<b>Corridor No:</b>	<b>04</b>	<b>Venue:</b>	<b>Thanisandra</b>
<b>Number of Participants</b>	<b>Male: 0</b>	<b>Female: 17</b>	<b>Total: 17</b>

The front-line female health workers are one of the prime users of public transportation every day. A focus group discussion among them was held on 7<sup>th</sup> September at Thanisandra, near corridor 4. The views of the health workers are captured below:

The participants asserted that their children are now going to school by auto rickshaw though it is expensive and not safe. If the suburban train facility is introduced, we will accompany our children in the mornings and the evenings if a monthly concession travel pass is given to students and women travelers.

The stations and platforms should be designed for differently-abled, senior citizens, and women with arthritis sickness. An adequate number of lifts and ramps should be available with caretakers to assist such vulnerable.

The escalators constructed in the railway stations are not user-friendly and we heard that some women fell. Hence hassle-free escalators can be maintained with the assistance of the staff to protect women.

The participants further expressed their willingness to get Employment for their household women from the contractors during the construction of the railway. They insisted on equal pay for them as most of the contractors pay the woman employees lower than their male counterparts. A crèche or

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<sup>16</sup> The photo and the attendance list of Focus Group Discussion are available in K RIDE records, but due to its sensitivity, the same is not disclosed.

Anganwadi can function in the vicinity of the suburban railway as the working women can keep their children while they go for employment. Educated women can be employed in such centers.

Gender-sensitive flyers, paintings and the gist of various legislations enacted to protect women and children can be displayed in the Kannada language in the stations. The information such as the responsible persons with their contact details about the committees constituted by the government to protect the women can be disseminated on the platforms and the stations.

A separate room for feeding mothers with adequate seating and toilet facilities can be arranged in each station. An ambulance with female staff can be readily available in major stations.

CCTV cameras should be installed in the stations, platforms and all the coaches and the functions of the camera should periodically be supervised. An intercom in each compartment can be placed to contact the driver of the suburban train for an emergency.

A separate mobile application to share the ride details to track the travel of the woman passengers can be implemented as the family members can easily follow their woman households' travel.

Information about healthy food can be depicted in the stations and separate stalls or shops can be run to sell purified water, millet cookies and other traditional healthy food items.

## Focus Group Discussion with the Woman Entrepreneurial Trainees

05		<b>Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE)</b>	
		<b>Consultancy Services for the preparation of Gender Action Plan for Bengaluru Suburban Railway Project (BSRP)</b>	
<b>Focused Group:</b>	<b>Woman Entrepreneurial Trainees - IJAM Institute<sup>17</sup></b>	<b>Date &amp; Time</b>	<b>08<sup>th</sup> September 2022, 11 am</b>
<b>Corridor No:</b>	<b>04</b>	<b>Venue:</b>	<b>IJAM Trust, Hennur</b>
<b>Number of Participants</b>	<b>Male: 0</b>	<b>Female: 11</b>	<b>Total: 11</b>

IJAM is a registered non-for-profit organization which organizes advanced tailoring training programmes for woman tailoring entrepreneurs. The training program would be conducted for 3 months. The woman tailors are expected to attend the full-time training which would help them to expand their stitching business venture. The woman entrepreneurial trainees are the ones who use the public transportations during the training period. They do regularly travel by own vehicle or public transportation during their training period. The woman entrepreneurial trainees were consulted to document their perception of the implementation of the suburban railway. The outcome of the discussion is given below:

They told that though the metro train provides all the facilities, its ticket fare is not affordable for the big family to plan a one-day intra-city tour together. When three persons of a family together travel, the fare of the metro train for such three persons is equal to hiring a taxi. They further told that they believed sub-urban train fares may help them to overcome this issue.

They have their relatives and friends visiting them during vacation holidays. The nominal cost of the suburban train would enable us to take our guests to visit the important tourist places of Bangalore as the private tour operates charge exorbitant fares.

The participants reiterated that the toilets in all the stations should be always neat and clean. They have seen that the suburban stations in Chennai are not kept clean. Hence, they recommend involving

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<sup>17</sup> The photo and the attendance list of Focus Group Discussion are available in K RIDE records, but due to its sensitivity, the same is not disclosed.

women-focused community-based organizations in the maintenance of the stations. The safe disposal of sanitary napkin pads like incinerators should be available in major stations.

They further insisted to organize a cleaning drive during the Ayuda Pooja festival (the festival day, all the machinery would be cleaned and worshipped in industries) by involving college students, and volunteers to clean the trains, platforms and stations every year.

The women urged that though sub-urban travel will be cheaper, they need to hire auto-rickshaw from the station to reach their office or home which is beyond their affordability. Hence 'connecting vehicle services' can be introduced from the station to their destinations.

The participants requested to ensure the availability of the first aid medical kit and a fire extinguisher in every coach. The demo of how to use the fire extinguisher can be screened on the televisions available in the stations screening the advertisements.

Woman police and a woman medical practitioner can be available on the trains and their mobile numbers can be displayed in all the coaches. The Metro train stopping time is common in all the stations, that is difficult for the women and senior citizens to board the train during peak hours, hence the train stopping time in the major stations like Majestic and inter-change stations can be increased

A separate mobile application to know the train running status, next train timing and to buy day tickets and passes can be introduced and the demo of how to use the application can initially be explained in the trains (like the emergency demo is done in the flights by the crews) and such videos can be displayed in the televisions available in the stations.

A wheelchair or battery-operated car can be available for woman passengers. A portion of the Luggage compartment with adequate space can separately be allotted for woman passengers. Beautiful paintings depicting the culture of the Karnataka state can be pasted on the station walls to enhance the facelift of the stations. Separate stalls/shops can be rented out to the women entrepreneur with low rent to run their flower selling, own tailoring garment shops, flower bouquet, fruit stalls, medical shops, etc.

## Focus Group Discussion with the Project Affected Woman Households

06	Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE)		
Consultancy Services for the preparation of Gender Action Plan for Bengaluru Suburban Railway Project (BSRP)			
<b>Focused Group:</b>	<b>Project Affected Woman Households<sup>18</sup></b>	<b>Date &amp; Time</b>	<b>09<sup>th</sup> September 2022, 10.30 am</b>
<b>Corridor No:</b>	<b>01</b>	<b>Venue:</b>	<b>Mathikere Slum, Mathikere</b>
<b>Number of Participants</b>	<b>Male: 0</b>	<b>Female: 10</b>	<b>Total: 10</b>

The affected women of the Mathikere slum were consulted on 9<sup>th</sup> September 2022. As many as 10 women participated to express their grievances and expressed their expectations for their temporary and permanent impact due to the implementation of the suburban railway. The participants hesitated to affix their signature as the other members of the community may object to the signature in their absence. Hence it was not possible to collect the signature of the participants.

Their major concern was about the compensation and the impact on their livelihood due to the eviction. They felt that the relocation is a major challenging task as it would incur a lot of financial necessity. Their views about the proposed project are narrated below:

Since Mathikere is located in the main city area, the woman household members could easily get employment in nearby areas. They need to travel just 2km only to reach their work destination. They work in the Garment industry, and hotel industry, work as domestic servants, involving in street vending, work as housekeepers in hospital industries and run petty shops. They expressed their fear that if they migrated somewhere far away distance, they would not be able to get employment which would vehemently affect their livelihood. Hence, they suggested allotting alternative sites in the nearby government vacant lands.

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<sup>18</sup> The photo and the attendance list of Focus Group Discussion are available in K RIDE records, but due to its sensitivity, the same is not disclosed.

They are afraid that if they are relocated, they do not know how the proposed host community will accept them. Moreover, they all lived together for more than 40 years as a community; hence they preferred to be relocated together. They have seen the flats constructed by the Karnataka Slum Development Board are occupied by the poor. Such facilities can be allotted to the affected households and the registration of the ownership can be done for woman household members.

The relocated woman who can continue their present employment can be given identity cards with free travel pass in the proposed suburban facility so that they would not lose their present employment.

They urged that their children are studying in the nearby schools if they migrated elsewhere; they requested that these children will be given preference to get admission to the relocated schools under the Right To Education Act (RTE).

They welcome the project as it would be more affordable than the presently available public transportation. The menace due to the hike in the fuel charge can be scaled down if the suburban train facility is introduced with a nominal fare.

They further explained that, unlike the erstwhile coal/ steam-based trains, the electrification of the trains would be environmentally free. Hence the electrified suburban trains would be environmental friendly.

They unanimously accepted that the suburban train would support hassle-free rapid urban mobility as the present roadway city bus service got struck during the recent flood.

The traffic-free access from the centre part of Bangalore to the surrounding is still a dream as Bangalore is meant for its traffic snarl roads. The suburban trains would ease the vital access of vertical as well as horizontal mobility as the corridors will cover the areas in all directions.

## Focus Group Discussion with the Project Affected Women Households

07	Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE)		
Consultancy Services for the preparation of Gender Action Plan for Bengaluru Suburban Railway Project (BSRP)			
<b>Focused Group:</b>	<b>Project Affected Woman Households<sup>19</sup></b>	<b>Date &amp; Time</b>	<b>09<sup>th</sup> September 2022, 12.00 pm</b>
<b>Corridor No:</b>	<b>01</b>	<b>Venue:</b>	<b>Akkiyappa Garden, Mohan Kumar Nagar, Yeshwanthpur</b>
<b>Number of Participants</b>	<b>Male: 0</b>	<b>Female: 8</b>	<b>Total: 10</b>

As many as 8 women participated in the consultation held on 9<sup>th</sup> September 2022. The women were informed about the implementation of the K-RIDE suburban railway. They have further explained the need for temporary and permanent eviction which resulted in the relocation. The participants hesitated to affix their signature as the other members of the community may object to the signature in their absence. Hence it was not possible to collect the signature of the participants.

The women participants expressed that their husbands are working as porters/ hang coolies in Yesvantpur and Krantivira Sangolli Rayanna railway stations. Since their habitation is located near those stations, they go on a walk. If they are relocated to faraway places, they need to be issued identification cards by which they should be allowed to travel on public transportation free of cost.

The participants further expressed their grief that they got a loan with an exorbitant interest rate from private money lenders to construct their houses. Still, repayment of their loan is not completed; hence they requested to consider all their financial loss while calculating the compensation package.

They further told that if they are resettled in faraway places, then the K-RIDE can organize a job fair exclusive for the woman-affected households in collaboration with the companies ready for

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<sup>19</sup> The photo and the attendance list of Focus Group Discussion are available in K RIDE records, but due to its sensitivity, the same is not disclosed.



recruitment in the relocated destinations. Adequate and appropriate training can be given to the aspirant woman households.

The participants further asserted that they have not been able to access all the available urban amenities due to the inaccessibility of the present transport system as it is expensive and time-consuming; they felt as if they are still living in their villages only. Therefore, they believed that the suburban facility would enable them to access all the available urban amenities and make them feel like Bengalurians.

# **ANNEXURE – F**

## **Compensation & Resettlement Policy of BSRP**

# Bangalore Suburban Railway Project

## Compensation and Resettlement Package (CRP) for Bangalore Suburban Railway Project

(Applicable to the land acquisition for all corridors and stations)

## Definitions

- a. **Business Loss Allowance:** This allowance is provided to offset the loss of livelihood / business compensation for a period of 10 months.
- b. **Business Premises Re-establishment Allowance (BPRA):** This is given to the persons losing their commercial establishment to re-establish their business. common service areas like stair case, connecting corridors elevator, wash room etc., are excluded for calculation.
- c. **Consent Award:** Consent Award is based on mutually agreed valuation without any preconditions which includes market cost of the land and structure, 100% solatium and 12% per annum additional market value from the date of preliminary notification till taking of possession.
- d. **Cut-off date:** in the cases of land acquisition affecting legal titleholders and tenants, it is the date of notification under Section 28 (1) under the KIADB Act. For the non-titleholders the cut-off date will be the date of Survey.
- e. **Inconvenience Allowance:** This is onetime allowance paid to all project affected persons losing structure and land, for the inconvenience caused due to acquisition. The inconvenience is in terms of finding new gas connection, telephone connections, ration cards, new schools, colleges arranging conveyance including deposits for the same.
- f. **Normal Award:** Normal Award is the award for compensation for acquisition of land and structures prepared as per norms of the KIADA. It is adopted in case of non-consent of the offer regarding the valuation.
- g. **Owners/titleholders:** Are those who have legal title of land, structure and other assets.
- h. **Project Affected Person:** Any owner / tenant who resides or has economic interest within the area being acquired and who may be directly affected by the project due to loss of commercial or residential structures in whole or part and as a result of the project, and slum dwellers and persons running business on public land without title excluding mobile vendors.
- i. **Rental Income Allowance:** This allowance is paid to compensate for the rental income lost due to acquisition of structure being used for residential or commercial purposes. The allowance differs based on usage and area of the structure.
- j. **Shifting Allowance:** For all affected persons who have to shift, this allowance has been provided based on the area acquired. This amount is the transportation of belongings of the affected persons who have to shift. This amount differs for

commercial and residential usage.

- k. **Slum Dwellers / Non-Title holders:** Slum Dwellers are those persons who have occupied government / public lands illegally for residential purpose for a period of minimum of 3 years prior to cut off date, in areas declared as slum under the provisions of Karnataka Slum Areas (improvement and clearance Act 1973) and non-title holders are persons running business on public land for a period of minimum of 3 years prior to cut off date excluding mobile vendors.
- l. **Transitional Allowance:** This is allowance paid on the basis of area acquired. This amount is to offset interim rental / rent deposit cost to the affected persons because of shifting. This is provided for those losing owned residential properties where shifting is required.

## **LEGAL FRAME WORK**

### **Land Acquisition**

1. The Land required for the Bangalore suburban railway project (BSRP) is being acquired under Karnataka Industrial Areas Development Act 1966 (KIADA). The Act facilitates development of industrial infrastructure, communication, transport, technology parks and townships. Under KIADA, land can be acquired for industrial area which includes infrastructure facilities. "Industrial infrastructure facilities" means "facilities which contribute to the development of industries established in industrial areas such as research and development, communication, transport, banking, marketing, technology parks and Townships for the purpose of establishing trade and tourism centres". The establishment of Suburban Railway network helps in facilitating movement of professionals and workers of various industries in the city in efficient and sustainable manner.
2. As per the provisions of KIADA, the government notifies the lands required for BSRP project as industrial area for purpose of industrial infrastructural facility. Thereafter, preliminary notification conveying intention to acquire the land is issued inviting objections from land owners and interested persons. Their objections, if any, are heard and considered by the land acquisition officer in a formal enquiry, and thereafter final decision is taken by the government to acquire the land or otherwise including extent of the acquisition. Once a final notification for the acquisition is published, the land vests with the government.

### **Compensation**

3. In all the cases, the land is proposed to be acquired through consent award and compensation is paid as per the following norms:
  - a Guideline Value or Market Value of land, whichever

is higher, and market value of structures assessed by approved valuers;

- b 100% solatium on (a) above;
- c 12% per annum additional market value.

**If any land owner does not agree for consent award, normal award is passed under the norms of KIADA wherein 100% solatium as per the Karnataka Industrial Area Development (amendment) ACT, 2022 vide notification no. DPAL 8 SHASANA 2022, BEBGALURU DATED: 05.04.2022) is provided.** In the case of normal award, the land owner can approach the court for enhancement of compensation.

### **Grievance Redressal Committee**

- 4. An efficient grievance redress mechanism is put in place to assist the PAPs and resolve their queries and complaints. The GRC addresses grievances relating to Rehabilitation issues both for title holders and non-title holders and also grievances relating to Community and Environmental issues. Issues relating to ownership rights and land compensation are dealt in civil courts.

### **Resettlement Action Plan Implementation Team**

- 5. In order to implement and monitor RAP effectively, a Social and Environmental Management Unit (SEMU) has been constituted in K-RIDE

### **Monitoring and Evaluation**

- 6. A robust monitoring and evaluation (M & E) mechanism is to be established to provide feedback to project management which will help keep the resettlement on schedule and make it successful.

### **Resettlement of Project affected Persons**

- 7. **Guiding Principles:** Resettlement & Rehabilitation activities of BSRP will be governed by the following general principles:
  - i. In general, land acquisition will be under taken in such a way that no project affected person, with or without formal title, will be worse off after land acquisition;
  - ii. KRIDE will pay compensation for land and structures it acquires based on the principles of full replacement cost.

- iii. All activities and procedures will be formally documented;
- iv. The property and inheritance rights of project affected persons will be respected;
- v. If the livelihood of the project affected persons without formal title depends on the public land that they are using, they will be assisted in their effort to improve their livelihood.
- vi. If project affected person, without legal title, is not satisfied with the above decisions, they can approach the grievance redressal committee.
- vii. In cases where land is needed on a temporary basis, project affected persons who have formal title will be compensated to the assessed fair rental price for the period during which the land is used and the land will be returned in the same condition or better as compared to its condition before it was rented.
- viii. If resettlement is unavoidable in addition to the payment of fair market value for all land and immovable property, project affected persons will be provided assistance in-relocation and other related expenses (i.e., cost of moving, transportation, administrative costs etc.)
- ix. These rights do not extend to individuals who commence any activities after cutoff date of the project.
- x. The compensation and eligible resettlement and rehabilitation assistance will be paid prior to taking over of land and other assets for construction purpose.
- xi. All project affected persons (private and public, individual and businesses) entitled to be compensated for land acquired and losses. Structures or damages will be offered compensation and assistance in accordance with the provisions of this CRP. Those who accept the compensation amount will be paid prior to taking possession of their land or assets. Those who do not accept it, will to have their grievance registered or referred to the Grievance Redressal Committee (GRC)/ courts as appropriate.
- xii. While acquiring land through KIADB no taxes / fees is payable by landowners. However, where KRIDE purchases the land directly in

view of exigencies of the project, the stamp duty and registration charges will be paid by KRIDE.

- xiii. Wherever community assets are acquired, the same will be restored by KRIDE.

### **RESETTLEMENT AND REHABILITATION PROCESS**

- 8. All attempts will be made during the final execution of the project to minimize the land acquisition, resettlement and adverse impacts on people in the project area through suitable engineering design. The assessments however reveal that the project involves minimal land acquisition.

### **ELIGIBILITY AND ENTITLEMENTS**

- 9. The Compensation and Resettlement Package has been formulated based on the guiding principles followed by KRIDE. The details of financial support for various categories of project affected persons are contained in the table below.

**Table: Eligibility and Entitlement Matrix**

<b>Compensation for Land and Structures</b>	
1	<p><b>Consent Awards (preferred mode):</b></p> <p>The compensation for land and structures in cases of consent awards shall be based on the following norms.</p> <ul style="list-style-type: none"> <li>i. market value of land determined based on higher of:               <ul style="list-style-type: none"> <li>a. guidance value of land for registration of sale deeds as per Indian Stamp Act, and</li> <li>b. average sale price for similar type of land situated in the nearest area or village.</li> </ul> </li> <li>ii. Market value of buildings and structures on the land as assessed by approved valuers.</li> <li>iii. multiplication factor of 1 in urban area and 1.5 to 2 in rural area.</li> <li>iv. Solatium @ 100% of market value with applicable multiplication factor.</li> <li>v. Additional market value @ 12% p.a. from date of notification U/s 28(1) to date of taking possession or the date of award whichever is earlier.</li> </ul>
2	<p><b>Normal Award:</b></p>



For cases other than consent awards, the compensation shall be determined as per provisions of Karnataka Industrial Area Development Act.

**Compensation and Resettlement Entitlement:**

Sl. No	Category	Entitlement
1.a.	Owner Losing land and residential structure totally (Only owner staying in the premises)	<ol style="list-style-type: none"> <li>1. Consent Award based on mutually agreed market value of <i>land</i> and structures, Or Normal Award as per KIADA for land and structure;</li> <li>And</li> <li>2. Shifting allowance:               <ol style="list-style-type: none"> <li>a. Upto 1000 sq. ft. - Rs.25, 000</li> <li>b. 1001 sq. ft. - 1500 sq. ft. -Rs.30,000 _</li> <li>c. more than 1500 sq ft -Rs 35,000...</li> </ol> </li> <li>3. Inconvenience Allowance: Onetime payment of Rs.70,000.,</li> <li>4. Transitional Allowance:               <ol style="list-style-type: none"> <li>a. Upto 1000 sq. ft. - Rs. 1 ,35,000</li> <li>b.1001 sq. ft. - 1500 sq. ft. - Rs. 1,70, 000</li> <li>c. more than 1500 ft. - Rs. 2,05,000</li> </ol> </li> <li>5. Right to salvage material totally</li> </ol>
1 b.	Owner losing land and residential structure totally (owner and tenant staying in the same building premises in separate parts)	<ol style="list-style-type: none"> <li>1. Same as in I a. (1-5)</li> <li>And</li> <li>2. Residential Rental Income Allowance in respect of rental area acquired,               <ol style="list-style-type: none"> <li>a. Upto 1000 sq. ft. - Rs. 1,35, 000</li> <li>b. 1001sq. ft.-1500 sq. ft. Rs.1,70,000</li> <li>c. more than 1500 sq. ft. - Rs. 2, 05 000</li> </ol> </li> </ol>
1 c.	Owner losing land and residential structure partially but continues to remain in the balance portion of the same premises.	<ol style="list-style-type: none"> <li>1. Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and structure;</li> <li>And</li> <li>2. Inconvenience Allowance Onetime payment of Rs. 55,000</li> </ol>
1 d.	Owner losing land and commercial structure partially and willing to	<ol style="list-style-type: none"> <li>1. Owner has the option of offering the remaining part of the property to the project Authority. (A separate notification will be issued for the remaining area).</li> </ol>

	surrender the same completely to project Authority.	<p>Acceptance of the offer is subject to discretion of the project Authority based on consideration of possibility of putting the remaining land to economic use by the owner.</p> <p>2. Entitlements will be the same as in Category I a. (1-5) or I b., as the case may be, for the area acquired including 1 above.</p>
II. a	Owner losing land and commercial structure totally (owner operating own business in the acquired premises)	<p>1. Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and structure; And</p> <p>2. Shifting Allowance;  a Upto 150 sq. ft. – Rs. 25,000  b 151 sq. ft. to 300 sq. ft. – Rs 35,000  c More than 300 sq. ft. – Rs. 45,000</p> <p>3. Business Loss Allowance:  a. Average payment of SGST upto Rs. 5000 p.m.- Allowance Rs. 85,000  b. Average payment of SGST between Rs. 5001 to Rs. 15,000 p.m.- Allowance Rs. 1,70,000  c. Average payment of SGST above Rs. 15001 p.m.- Allowance Rs. 2,25,000  d. If without SGST documentation- Allowance Rs.60,000</p> <p>4. Business premises re-establishment allowance; Rs. 540 per sq. ft. of area acquired.</p> <p>5. Right to salvage material totally</p>
II. b.	Owner losing land and commercial structure partially but continues to run business in the same premises	<p>1. Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and structure; And</p> <p>2. Business Loss Allowance: For commercial:  a. Average payment of SGST upto Rs. 5000 p.m – Allowance</p>

		<p>Rs. 40,000</p> <p>b. Average payment of SGST between Rs. 5001 to Rs. 15,000 p.m – Allowance Rs. 85,000</p> <p>c. Average payment of SGST above Rs. 15001 p.m – Allowance Rs. 1,10,000</p> <p>d. If without SGST documentation- Allowance Rs. 30,000</p> <p>3. Right to salvage material</p>
II. c.	Owner losing land and commercial structure partially and unwilling to continue in the same premises	<p>1. Owner has the option of offering the remaining part of the property to the project Authority. (Separate notification will be given for the additional area) Acceptance of the Project Authority based on consideration of possibility of putting the remaining land to economic use by the owner.</p> <p>2. Compensation and Entitlements will be the same as in Category II b.</p>
II. d.	Owner losing land and commercial structure, but structure fully rented out	<p>1. Consent Award based on mutually agreed market value of land and structures,</p> <p>Or</p> <p>Normal Award as per KIADA for land and structure; And</p> <p>2. Commercial Rental Income Allowance</p> <p>a. Upto 1000 sq.ft. - Rs.2,70,000</p> <p>b. 1001 sq. ft. to 1500 sq. ft. – Rs. 3,40,000</p> <p><b>c. More than 1500 sq. ft – Rs. 4,00,000</b></p> <p>3. Right to Salvage material</p>
III. e.	Owner losing land and commercial structure, partially, but structure fully rented out.	<p>1. Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and structure; And</p> <p>2. Commercial Rental Income Allowance</p> <p>a. Upto 1000 sq. ft. - Rs.2,70,000</p>

		<p>b.1001 sq. ft. to 1500 sq. ft. – Rs. 3,40,000</p> <p>c. More than 1501 sq. ft – Rs. 4,00,000</p> <p>3. Right to Salvage material</p>
II.f	Owner losing land and commercial structure fully, commercial activity being run by owner as well as tenant.	<p>1. Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and structure: And</p> <p>2. Shifting Allowance:</p> <p>a. Upto 150 sq. ft – Rs. 25, 000</p> <p>b. 151 sq. ft. to 300 sq. ft. – Rs. 35,000</p> <p>c. More than 300 sq. ft. – Rs. 45,000</p> <p>3. Business Loss Allowance:</p> <p>a. Average payment of SGST upto Rs. 5000 p.m.- Allowance Rs. 85,000</p> <p>b. Average payment of SGST between Rs. 5000 p.m- Allowance Rs. 1,70,000</p> <p>c. Average payment of SGST above Rs. 15001 p.m -Allowance Rs. 2, 25,000.</p> <p>d. If without SGST documentation – Allowance Rs. 60, 000</p> <p>4. Business premises re-establishment allowance; Rs. 540 per sq. ft. of area acquired</p> <p>5. Commercial Rental Income Allowance</p> <p>a. Upto 1000 sq. ft. – Rs. 2,70,000</p> <p>b. 1001 sq. ft. – 1500 sq.ft. -Rs. 3,40,000</p> <p>c. More than 1500 sq. ft. – Rs. 4,00,000</p> <p>6. Right to Salvage material</p>
III	Owner losing land and residential cum commercial structure, (both totally)	<p>1. Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and structure; And</p> <p>2. Shifting Allowance; For commercial;</p> <p>a. Upto 150 sq. ft. – Rs. 25, 000</p>

		<ul style="list-style-type: none"> <li>b. 151 sq. ft. to 300 sq. ft. – Rs. 35,000</li> <li>c. More than 300 sq. ft. – Rs. 45,000</li> </ul> <p>For residential:</p> <ul style="list-style-type: none"> <li>a. Upto 1000 sq. ft. – Rs. 25,000</li> <li>b. 1001 s. ft. to 1500 sq. ft.- Rs. 30,000</li> <li>c. More than 1500 sq. ft. – Rs. 35,000</li> </ul> <p>3. Inconvenience Allowance: Onetime payment of Rs. 70, 000</p> <p>4. Business Loss Allowance:</p> <ul style="list-style-type: none"> <li>a. Average payment of SGST upto Rs. 5000 p.m- Allowance Rs. 85,000</li> <li>b. Average payment of SGST between Rs. 5001 to RS. 15,000 p.m – Allowance Rs. 1,70,000</li> <li>c. Average payment of SGST above Rs. 15001 p.m – Allowance Rs. 2,25,000</li> <li>d. If without SGST documentation – Allowance Rs. 60,000</li> </ul> <p>5. Business premises re-establishment 540 per sq. ft in respect of commercial portion only.</p> <p>6. Right to salvage material totally.</p>
IV	Owner Losing only land	<p>Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and Structure.</p>
V	Tenant - Residential (if displaced)	<ul style="list-style-type: none"> <li>1. Shifting allowance per tenant single /family tenants Rs.30,000</li> <li>2. Inconvenience Allowance <ul style="list-style-type: none"> <li>a. Rs.70,000 per tenant family.</li> <li>b. Rs.35,000 for tenant single</li> </ul> </li> </ul>
VI	Tenant - Commercial*	<ul style="list-style-type: none"> <li>1. Shifting allowance per tenant: Rs.35 ,000</li> <li>2. Business Loss Allowance: <ul style="list-style-type: none"> <li>a. Average payment of SGST upto Rs.5000 p.m. -Allowance Rs .85,0 00</li> </ul> </li> </ul>

		<p>b. Average payment of SGST between Rs.5001 to Rs.15,000 p.m. - Allowance Rs. 1, 70,000</p> <p>c. Average payment of SGST above Rs.15001 p.m. - Allowance Rs. 2,25,000.</p> <p>d. If without SGST documentation - Allowance Rs.60,000</p> <p>3. Business Premises Re-establishment Allowance per tenant: Rs.540 per so. ft.</p> <p>*Note: If not displaced, tenant will get BPRA only. And not the other allowance.</p>
VII	Tenant- Residential cum Commercial*	<p>A. For Residential:</p> <p>1. Shifting allowance per residential tenant Rs. 30,000</p> <p>2. Inconvenience Allowance:</p> <p>a. Rs. 70,000 per tenant family</p> <p>b. Rs. 35,000 for tenant single</p> <p>B. For commercial:</p> <p>1. Shifting allowance per tenant Rs. 35,000</p> <p>2. Business Loss Allowance:</p> <p>a. Average payment of SGST upto Rs. 5000 p.m. – Allowance Rs. 85,000</p> <p>b. Average payment SGST between Rs. 5001 to Rs, 15,000 p.m – Allowance Rs. 1,70,000</p> <p>c. Average payment of SGST above Rs. 15001 p.m – Allowance Rs. 2,25,000</p> <p>d. If without SGST documentation – Allowance Rs. 60,000</p> <p>3. Business premises re-establishment per tenant: Rs. 540 per sq.ft.</p> <p>• Note: If not displaced, tenant will get BPRA only, and not the other allowances.</p>
VIII	Slum Dwellers	<p>Slum Dwellers families residing in declared slums will get Rs. 5,00,000/- as housing support grant.</p>

IX	Squatter (Residential)	Cost of structure based on valuation by approved valuer without deducting depreciation cost. Shifting allowance Rs. 30,000/- Subsistence Allowance Rs. 30,000/-
X	Squatter (Commercial)	Cost of structure based on valuation by approved valuer without deducting depreciation cost. Shifting allowance Rs. 35,000/- Subsistence Allowance Rs. 30,000/- Business loss Rs. 50,000/-
XI	Vulnerable PAHs (project affected householders)	Over and above other eligible entitlements, the displaced title holder families belonging to the Scheduled Castes or the Scheduled Tribes or other Vulnerable groups shall receive an amount equivalent to fifty thousand rupees. (Rs. 50,000)
XII	Persons running business on public land without title excluding mobile vendors	Business Loss Allowance: Rs. 85,000
XIII	Common Property resources	Project authority will compensate / replace for affected portion of schools, hospitals, parks, religious structures, etc.
XIV	Any other impact not identified	Unforeseen impacts shall be documented and mitigated based on the principles provided in this package.

# **ANNEXURE – G**

**Date of publish of Gazette  
Notifications**





# ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ

ಅಧಿಕೃತವಾಗಿ ಪ್ರಕಟಿಸಲಾದುದು

ಸಂಪುಟ-157 Volume-157	ಬೆಂಗಳೂರು, ಶುಕ್ರವಾರ, 21, ಜನವರಿ, 2022 (ಮಾಘ, 01, ಶಕವರ್ಷ, ೧೯೪೩) BENGALURU, FRIDAY, 21, JANUARY, 2022 (MAGHA, 01, SHAKAVARSHA, 1943)	ಸಂಚಿಕೆ- 12 Issue - 12
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ಕರ್ನಾಟಕ ಸರ್ಕಾರ  
ಕರ್ನಾಟಕ ಸರ್ಕಾರ ಸಚಿವಾಲಯ  
ವಿಕಾಸಸೌಧ,  
ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 07.01.2022

ಸಂಖ್ಯೆ: ಸಿಐ 196 ಎಸ್.ಎಚ್.ಎಲ್. (ಇ) 2021

ಕರ್ನಾಟಕ ಸರ್ಕಾರ ಸಚಿವಾಲಯ  
ವಿಕಾಸಸೌಧ,  
ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 07.01.2022

1966ರ ಕರ್ನಾಟಕ ಕೈಗಾರಿಕಾ ಪ್ರದೇಶಾಭಿವೃದ್ಧಿ ಕಾಯ್ದೆ ವಿಧಿ 3(1)ರ ಅಧಿಸೂಚನೆ

ಕೇಂದ್ರ ಮತ್ತು ರಾಜ್ಯ ಸರ್ಕಾರದ ಸಹಭಾಗಿತ್ವದಲ್ಲಿ Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE) ಸಂಸ್ಥೆಯಿಂದ ಅನುಷ್ಠಾನಗೊಳಿಸುತ್ತಿರುವ ಬೆಂಗಳೂರು ಉಪನಗರ ರೈಲು ಯೋಜನೆಯ ಟೈಮ್‌ಪುನಹಳ್ಳಿ-ಜಿಕ್ಕಬಾಣಾವರದವರೆಗಿನ ಕಾರಿಡಾರ್-2ರ ಮಾರ್ಗದ ಟೈಮ್‌ಪುನಹಳ್ಳಿ -

**ಕರ್ನಾಟಕ ಸರ್ಕಾರ**

ಸಂಖ್ಯೆ: ಸಿಐ 10 ಎಸ್‌ಡಿಕ್ಯೂ (ಇ) 2021

ಕರ್ನಾಟಕ ಸರ್ಕಾರ ಸಚಿವಾಲಯ,  
ವಿಕಾಸ ಸೌಧ,  
ಬೆಂಗಳೂರು, ದಿನಾಂಕ 10.08.2021

**1966ರ ಕರ್ನಾಟಕ ಕೈಗಾರಿಕಾ ಪ್ರದೇಶಾಭಿವೃದ್ಧಿ ಕಾಯ್ದೆ ವಿಧಿ 3(1)ರ ಅಧಿಸೂಚನೆ**

ಕೇಂದ್ರ ಮತ್ತು ರಾಜ್ಯ ಸರ್ಕಾರದ ಸಹಭಾಗಿತ್ವದಲ್ಲಿ Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE) ಸಂಸ್ಥೆಯಿಂದ ಅನುಷ್ಠಾನಗೊಳಿಸುತ್ತಿರುವ ಬೆಂಗಳೂರು ಉಪನಗರ ರೈಲು ಯೋಜನೆಯ ಬೈಯಪ್ಪನಹಳ್ಳಿ-ಚಿಕ್ಕಬಾಣಾವರದವರೆಗಿನ ಕಾರಿಡಾರ್-2ರ ಮಾರ್ಗದ ನಾಗವಾರ-ಹೆಬ್ಬಾಳ (ಭಾಗ-2) ನಿರ್ಮಾಣಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ ಬೆಂಗಳೂರು ಮಹಾನಗರ ಪಾಲಿಕೆಯ / ಗ್ರಾಮ ಪಂಚಾಯತಿಯ ವ್ಯಾಪ್ತಿಯಡಿ ಸ್ವಾಧೀನಪಡಿಸಿಕೊಳ್ಳಲು ಉದ್ದೇಶಿಸಿರುವ ಈ ಕೆಳಕಂಡ ಸ್ವತ್ತುಗಳುಳ್ಳ ಪ್ರದೇಶವನ್ನು ಕೈಗಾರಿಕಾ ಪ್ರದೇಶವೆಂದು ಘೋಷಿಸಲಾಗಿದೆ.

ಅ. ನಂ	ತಾಲ್ಲೂಕು	ಗ್ರಾಮ	ಒಟ್ಟು ಕ್ಷೇತ್ರ	ಖರಾಬು ಕ್ಷೇತ್ರ		ನಿವೃತ್ತ ಕ್ಷೇತ್ರ
				ಎ ಖರಾಬು	ಬಿ ಖರಾಬು	
1.	ಧಾರವಾಡ	ಕೋಟೂರು	02-09-00	-	-	02-09-00

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆದೇಶಾನುಸಾರ  
ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಎನ್. ಕುಮಾರ್)

ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ (ಕೈ.ಅ),  
ವಾಣಿಜ್ಯ ಮತ್ತು ಕೈಗಾರಿಕೆ ಇಲಾಖೆ.

PR-786

ಕರ್ನಾಟಕ ಸರ್ಕಾರ

ಸಂಖ್ಯೆ: ಸಿಐ 185 ಎಸ್.ಪಿ.ಕಲ್ಯಾ (ಇ) 2022

ಕರ್ನಾಟಕ ಸರ್ಕಾರ ಸಚಿವಾಲಯ

ವಿಕಾಸಸೌಧ,

ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 27.07.2022

1966ರ ಕರ್ನಾಟಕ ಕೈಗಾರಿಕಾ ಪ್ರದೇಶಾಭಿವೃದ್ಧಿ ಕಾಯ್ದೆಯ ಕಲಂ 3(1) ರ ಅಧಿಸೂಚನೆ

ಕೇಂದ್ರ ಮತ್ತು ರಾಜ್ಯ ಸರ್ಕಾರದ ಸಹಭಾಗಿತ್ವದಲ್ಲಿ Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE) ಸಂಸ್ಥೆಯಿಂದ ಅನುಷ್ಠಾನಗೊಳಿಸುತ್ತಿರುವ ಬೆಂಗಳೂರು ಉಪನಗರ ರೈಲು ಯೋಜನೆ, ಬೈಯಪ್ಪನಹಳ್ಳಿ-ಚಿಕ್ಕಬಾಣಾವರ ದವರೆಗಿನ ಕಾರಿಡಾರ್-2ರ ಮಾರ್ಗದ ನಿರ್ಮಾಣಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ

## ಕರ್ನಾಟಕ ಸರ್ಕಾರ

ಸಂಖ್ಯೆ: ಸಿಐ 214 ಎಸ್‌ಪಿಕ್ಯೂ (ಇ) 2021

ಕರ್ನಾಟಕ ಸರ್ಕಾರ ಸಚಿವಾಲಯ

ವಿಕಾಸಸೌಧ,

ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 10.02.2022

### 1966ರ ಕರ್ನಾಟಕ ಕೈಗಾರಿಕಾ ಪ್ರದೇಶಾಭಿವೃದ್ಧಿ ಕಾಯ್ದೆಯ ವಿಧಿ 3(1)ರ ಅಧಿಸೂಚನೆ

ಕೇಂದ್ರ ಮತ್ತು ರಾಜ್ಯ ಸರ್ಕಾರದ ಸಹಭಾಗಿತ್ವದಲ್ಲಿ Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE) ಸಂಸ್ಥೆಯಿಂದ ಅನುಷ್ಠಾನಗೊಳಿಸುತ್ತಿರುವ ಬೆಂಗಳೂರು ಉಪ ನಗರ ರೈಲು ಯೋಜನೆಯ ಬೈಯಪ್ಪನಹಳ್ಳಿ - ಚಿಕ್ಕಬಾಣಾವರ ದವರೆಗಿನ ಕಾರಿಡಾರ್-2ರ ಹೆಬ್ಬಾಳ-ಲೊಟ್ಟೆಗೊಲ್ಲಹಳ್ಳಿವರೆಗೆ ಹಾಗೂ ಯಶವಂತಪುರ-ಜಾಲಹಳ್ಳಿ ರೈಲ್ವೆ ನಿಲ್ದಾಣದವರೆಗಿನ (ಭಾಗ-4) ಮಾರ್ಗ ನಿರ್ಮಾಣಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ ಬೆಂಗಳೂರು ಮಹಾನಗರ ಪಾಲಿಕೆಯ / ಗ್ರಾಮ ಪಂಚಾಯತಿಯ ವ್ಯಾಪ್ತಿಯಡಿ ಸ್ವಾಧೀನಪಡಿಸಿಕೊಳ್ಳಲು ಉದ್ದೇಶಿಸಿರುವ ಈ ಕೆಳಕಂಡ ಸ್ವತ್ತುಗಳುಳ್ಳ ಪ್ರದೇಶವನ್ನು ಕೈಗಾರಿಕಾ ಪ್ರದೇಶವೆಂದು ಘೋಷಿಸಲಾಗಿದೆ.

## ಕರ್ನಾಟಕ ಸರ್ಕಾರ

ಸಂಖ್ಯೆ : ಸಿಐ 10 ಎಸ್.ವಿ.ಕ್ಯೂ (ಇ) 2021

ಕರ್ನಾಟಕ ಸರ್ಕಾರದ ಸಚಿವಾಲಯ  
ವಿಕಾಸಸೌಧ,

ಬೆಂಗಳೂರು ದಿನಾಂಕ: 20.01.2021

### 1966ರ ಕರ್ನಾಟಕ ಕೈಗಾರಿಕಾ ಪ್ರದೇಶಾಭಿವೃದ್ಧಿ ಕಾಯ್ದೆಯ ವಿಧಿ 28(1)ರ ಅಧಿಸೂಚನೆ

ಈ ಕೆಳಕಂಡ ಷೆಡ್ಯೂಲ್‌ನಲ್ಲಿ ನಮೂದಿಸಿರುವ ಸ್ವತ್ತುಗಳು ಕರ್ನಾಟಕ ಕೈಗಾರಿಕಾ ಪ್ರದೇಶಾಭಿವೃದ್ಧಿ ಮಂಡಳಿಯಿಂದ ಬೆಂಗಳೂರು ಉಪನಗರ ರೈಲು ಯೋಜನೆಯ ಬೈಯಪ್ಪನಹಳ್ಳಿ-ಚಿಕ್ಕಬಾಣಾವರದವರೆಗಿನ ಕಾರಿಡಾರ್-2ರ ಮಾರ್ಗ (ಭಾಗ-1) ಉದ್ದೇಶಕ್ಕಾಗಿ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಸರ್ಕಾರಕ್ಕೆ ಬೇಕಾಗಿದೆ.

1966 ಕರ್ನಾಟಕ ಕೈಗಾರಿಕಾ ಪ್ರದೇಶಾಭಿವೃದ್ಧಿ ಕಾಯ್ದೆಯ ಕಲಂ 28(1) (1966ರ 18ನೇ ನಂ. ಕಾಯ್ದೆಯ) ಪ್ರಕಾರ ಪ್ರದತ್ತವಾದ ಅಧಿಕಾರದ ಮೇರೆಗೆ ಸದರಿ ಸ್ವತ್ತುಗಳನ್ನು ಸ್ವಾಧೀನಪಡಿಸಿಕೊಳ್ಳುವ ಉದ್ದೇಶದಿಂದ ಈ ಅಧಿಸೂಚನೆ ಪ್ರಕಟಿಸಲಾಗಿದೆ.

ಮೇಲ್ಕಂಡ ಕಾಯ್ದೆಯ ವಿಧಿ 35ರ ಮೇರೆಗೆ ಕೆಲಸ ನಿರ್ವಹಿಸಲು ಈ ಜಮೀನುಗಳಿಗೆ ಯಾವುದೇ ವ್ಯಕ್ತಿಯನ್ನು ತಡೆಯುವುದಾಗಲಿ ಅಥವಾ ಅಡ್ಡಿಪಡಿಸುವುದಾಗಲಿ ಮಾಡಕೂಡದೆಂದು ಈ ಜಮೀನುಗಳಲ್ಲಿ ಆಸಕ್ತಿ ಹೊಂದಿರುವ ಎಲ್ಲಾ ವ್ಯಕ್ತಿಗಳಿಗೂ ಈ ಮೂಲಕ ಎಚ್ಚರಿಸಲಾಗಿದೆ.

ಈ ಅಧಿಸೂಚನೆ ಪ್ರಕಟಣೆಯಾಗಿರುವ ತಾರೀಖಿನ ನಂತರ ಬೆಂಗಳೂರು ವಿಭಾಗದ ಕರ್ನಾಟಕ ಕೈಗಾರಿಕಾ ಪ್ರದೇಶಾಭಿವೃದ್ಧಿ ಮಂಡಳಿಯ ವಿಶೇಷ ಭೂಸ್ವಾಧೀನಾಧಿಕಾರಿ (ಬೆಂಗಳೂರು ಉಪನಗರ ರೈಲು ಯೋಜನೆ) ಇವರ ಅನುಮತಿ ಇಲ್ಲದೆ ಸದರಿ ಸ್ವತ್ತುಗಳನ್ನು ವಿಲೇ ಮಾಡಲು ಒಪ್ಪಂದ, ಕ್ರಯ, ಭೋಗ್ಯ, ಲೀಸ್, ಅದಲು-ಬದಲು ವಗೈರೆ ಮಾಡುವಂತಿಲ್ಲ ಮತ್ತು ಸದರಿ ಸ್ವತ್ತುಗಳಲ್ಲಿ ಈ ಅಧಿಸೂಚನೆ ಪ್ರಕಟಣೆ ನಂತರ ಕಟ್ಟಡಗಳ ನಿರ್ಮಾಣ ಮತ್ತಿತರ ಅಭಿವೃದ್ಧಿ ಕೆಲಸಗಳನ್ನು ಮಾಡುವಂತಿಲ್ಲ. ಒಂದು ವೇಳೆ ಮಾಡಿದರೂ 2013ರ Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 ಮತ್ತು 1966ರ ಕರ್ನಾಟಕ ಕೈಗಾರಿಕಾ ಪ್ರದೇಶಾಭಿವೃದ್ಧಿ ಕಾಯ್ದೆ ವಿಧಿ 30ನ್ನು ಓದಿಕೊಳ್ಳುವ ಮೇರೆಗೆ ಪರಿಹಾರಧನ ನಿಗದಿ ಮಾಡುವಾಗ ಈ ಅಂಶಗಳನ್ನು ಗಣನೆಗೆ ತೆಗೆದುಕೊಳ್ಳುವುದಿಲ್ಲ. ಅಂತಿಮವಾಗಿ ಸ್ವತ್ತುಗಳನ್ನು ಸ್ವಾಧೀನಪಡಿಸಿಕೊಳ್ಳಲಾಗುವುದು.

# Translation

# Karnataka Gazette

Government of Karnataka

Bengaluru, Friday 21 January, 2022

No: For CI 10 SP (0) 2021

Government of Karnataka Ministry,  
Vikasa Soudha,  
Bengaluru, Date: 07.01.2022

## **Notification of section (28)1 of the Karnataka Industrial Area Development Act, 1966**

The assets mentioned in the following schedule are required by Karnataka State Government for the purpose of Corridor-2 Route (Part-1) of Bengaluru Suburban Rail Project to Baiyappanahalli-Chikkabanavara by Karnataka Industrial Area Development Board.

This notification is issued with a view to acquiring the said assets under the authority conferred under Section 28(1) of the Karnataka Industrial Area Development Act, 1966 (Act No. 18 of 1966).

All persons having interest in these lands are hereby warned not to prevent or hinder any person from maintaining the land under Section 35 of the above Act.

After the date of publication of this notification, no agreement, purchase, mortgage, lease, exchange or other development of the said assets can be made without the permission of the Special Land Acquisition Officer (Bangalore Suburban Rail Project) of the Karnataka Industrial Area Development Board, Bangalore Division and no construction or other development of the said assets after the publication of this notification. Works cannot be done, even if done, these factors are not taken into account while fixing the compensation on reading Section 30 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 and the Karnataka Industrial Area Development Act, 1966, finally the assets will be acquired.

# Karnataka Gazette

No: For CI 10 SP (0) 2021

Government of Karnataka Ministry,  
Vikasa Soudha,  
Bengaluru, Date: 10.08.2021

## **Notification of section (28)1 of the Karnataka Industrial Area Development Act, 1966**

The assets mentioned in the following schedule are required by Karnataka State Government for the purpose of Corridor-2 Route (Part-2) of Bengaluru Suburban Rail Project to Baiyappanahalli-Chikkabanavara by Karnataka Industrial Area Development Board.

This notification is issued with a view to acquiring the said assets under the authority conferred under Section 28(1) of the Karnataka Industrial Area Development Act, 1966 (Act No. 18 of 1966).

All persons having interest in these lands are hereby warned not to prevent or hinder any person from maintaining the land under Section 35 of the above Act.

After the date of publication of this notification, no agreement, purchase, mortgage, lease, exchange or other development of the said assets can be made without the permission of the Special Land Acquisition Officer (Bangalore Suburban Rail Project) of the Karnataka Industrial Area Development Board, Bangalore Division and no construction or other development of the said assets after the publication of this notification. Works cannot be done, even if done, these factors are not taken into account while fixing the compensation on reading Section 30 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 and the Karnataka Industrial Area Development Act, 1966, finally the assets will be acquired.



# Karnataka Gazette

No: SPQ (E) 2022 of CI 18

Government of Karnataka Ministry,  
Vikasa Soudha,  
Bengaluru, Date: 27.07.2022

## **Notification of section (28)1 of the Karnataka Industrial Area Development Act, 1966**

The assets mentioned in the following schedule are required by Karnataka State Government for the purpose of Corridor-2 Route (Part-3) of Bengaluru Suburban Rail Project to Baiyappanahalli-Chikkabanavara by Karnataka Industrial Area Development Board.

This notification is issued with a view to acquiring the said assets under the authority conferred under Section 28(1) of the Karnataka Industrial Area Development Act, 1966 (Act No. 18 of 1966).

All persons having interest in these lands are hereby warned not to prevent or hinder any person from maintaining the land under Section 35 of the above Act.

After the date of publication of this notification, no agreement, purchase, mortgage, lease, exchange or other development of the said assets can be made without the permission of the Special Land Acquisition Officer (Bangalore Suburban Rail Project) of the Karnataka Industrial Area Development Board, Bangalore Division and no construction or other development of the said assets after the publication of this notification. Works cannot be done, even if done, these factors are not taken into account while fixing the compensation on reading Section 30 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 and the Karnataka Industrial Area Development Act, 1966, finally the assets will be acquired.

# Karnataka Gazette

No: CI 214 SPQ (E) 2021

Government of Karnataka Ministry,  
Vikasa Soudha,  
Bengaluru, Date: 10.02.2022

## **Notification of section (28)1 of the Karnataka Industrial Area Development Act, 1966**

The assets mentioned in the following schedule are required by Karnataka State Government for the purpose of Corridor-2 Route (Part-4) of Bengaluru Suburban Rail Project to Baiyappanahalli-Chikkabanavara by Karnataka Industrial Area Development Board.

This notification is issued with a view to acquiring the said assets under the authority conferred under Section 28(1) of the Karnataka Industrial Area Development Act, 1966 (Act No. 18 of 1966).

All persons having interest in these lands are hereby warned not to prevent or hinder any person from maintaining the land under Section 35 of the above Act.

After the date of publication of this notification, no agreement, purchase, mortgage, lease, exchange or other development of the said assets can be made without the permission of the Special Land Acquisition Officer (Bangalore Suburban Rail Project) of the Karnataka Industrial Area Development Board, Bangalore Division and no construction or other development of the said assets after the publication of this notification. Works cannot be done, even if done, these factors are not taken into account while fixing the compensation on reading Section 30 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 and the Karnataka Industrial Area Development Act, 1966, finally the assets will be acquired.

# Karnataka Gazette

No.: CI 10 NP (4) 2021

Government of Karnataka Ministry,  
Vikasa Soudha,  
Bengaluru, Date: 20.01.2021

## **Notification of section (28)1 of the Karnataka Industrial Area Development Act, 1966**

The assets mentioned in the following schedule are required by Karnataka State Government for the purpose of Corridor-2 Route (Part-5) of Bengaluru Suburban Rail Project to Baiyappanahalli-Chikkabanavara by Karnataka Industrial Area Development Board.

This notification is issued with a view to acquiring the said assets under the authority conferred under Section 28(1) of the Karnataka Industrial Area Development Act, 1966 (Act No. 18 of 1966).

All persons having interest in these lands are hereby warned not to prevent or hinder any person from maintaining the land under Section 35 of the above Act.

After the date of publication of this notification, no agreement, purchase, mortgage, lease, exchange or other development of the said assets can be made without the permission of the Special Land Acquisition Officer (Bangalore Suburban Rail Project) of the Karnataka Industrial Area Development Board, Bangalore Division and no construction or other development of the said assets after the publication of this notification. Works cannot be done, even if done, these factors are not taken into account while fixing the compensation on reading Section 30 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 and the Karnataka Industrial Area Development Act, 1966, finally the assets will be acquired.

# **ANNEXURE – H**

## **Survey details of Affected Squatters**

Corridor	Affected Site	Area Overview					Status of census and surveys						Affected Structures (Physical structures within Project Footprint)					Overview Affected households								
		Location		Land Ownership			1	2	3	4	5	6	1	2	3	4	5	Titleholders		Squatters		Slum Dwellers (notified Slums)				
		Name	Km Point (From -- to Km Section)	Section/ Station	Railway Land (Y/N)	Other Public Land (Y/N)	Private Land (Y/N)	Census completed (Y/N)	Date of survey	Comments/ Issues/ Gaps	socioeconomic survey completed (Y/N)	Date of survey	Comments/ Issues/ Gaps	Residential only	Commercial only	Residential/ Commercial	Total Commercial/ Residential	Ancillary/ Other	Y/N	# Affected HHs	Y/N	# Affected HHs	Y/N	# Affected HHs	Total slum Households	Complete/ partial Slum relocation
Corridor 1	Site 1	5+880 to 6+100	Near Yesvantpur Railway Station	Y	N	N	N	To be done	People requested to disclose the Resettleme nt Plan first	N	To be done	People requested to disclose the Resettlement Plan first	27	0	0	27	0	N	0	Y	27	N	0	0	0	
	Sub- Total												27	0	0	27	0				27		0	0	0	
Corridor 2	Site 1	3+245 to 3+530	Janaki Ram Layout	Y	N	N	Y	07.02.22	Nil	Y	07.02.22		12	0	0	12	0	N	0	Y	12	N	0	0	0	N
	Site 2	10+710 to 10+750	Subramani Nagar	Y	N	N	Y	24.02.22	Nil	Y	24.02.22		3	0	0	3	0	N	0	Y	3	N	0	0	0	N
	Site 3	15+100 to 15+250	Mathikkare - MRJ Colony	Y	N	N	Y	18.03.22	Nil	Y	18.03.22		109	0	0	109	0	N	0	Y	0	Y	109	109	109	N
	Site 4	3+310 to 3+920	Banasawadi	Y	N	N	Y	25.02.22	Nil	Y	25.02.22		29	0	0	29	0	N	0	Y	29	N	0	0	0	N
	Sub- Total												153	0	0	153	0				44		109	109	109	
Corridor 3	Site 1	3+250 to 3+300	Jnanabharathi	Y	N	N	Y	19.03.22	Nil	Y	19.03.22		7	0	0	7	0	N	0	Y	7	N	0	0	0	
	Site 2	7+550 to 8+000	Krishnadevar aya halt	Y	N	N	N	To be done	People requested to disclose the Resettleme nt Plan first	N	To be done	People requested to disclose the Resettlement Plan first	18	0	0	18	0	N	0	N	18	N	0	0	0	N
	Site 3	12+110 to 12+600	KSR Railway Station	Y	N	N	N	To be done	People requested to disclose the Resettleme nt Plan first	N	To be done	People requested to disclose the Resettlement Plan first	25	0	0	25	0	N	0	N	25	N	0	0	0	N
	Sub- Total												50	0	0	50	0				50		0	0	0	
Corridor 4	Site 1	15+850 to 16+120	Belandur Road	Y	N	N	N	To be done	People requested to disclose the Resettleme nt Plan first	N	To be done	People requested to disclose the Resettlement Plan first	9	0	0	9	0	N	0	N	9		0	0	0	N

	Site 2	37+152 to 38+800	Yelahanka Station	Y	N	N	N	To be done	People requested to disclose the Resettlement Plan first	N	To be done	People requested to disclose the Resettlement Plan first	17	0	0	17	0	N	0	N	17	0	0	0	N
Sub-Total													26	0	0	26	0				26	0	0	0	
Grand Total													256	0	0	256					147	109	109	109	

# **ANNEXURE – I**

## **Calculation on the Compensation approach<sup>20</sup>**

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<sup>20</sup> The details are available in K RIDE records, but due to its sensitivity, this annexure is not disclosed

# **ANNEXURE - J**

**Draft Terms of Reference for  
Resettlement Action Plan  
Preparation &  
Implementation Consultant**



## Contents

Sl. No.	Description	Page No
1	<b>Part A:</b> General Information	
2	<b>Part B:</b> Scope of Work	
3	<b>Part C:</b> Deliverables & Payment Schedule	

## PART A: GENERAL INFORMATION

### 1. Project Background

- 1.1. The population of Bengaluru has been growing faster. There has been a phenomenal growth in the population of vehicles as well, especially the two wheelers and four wheelers in the recent past due to rising household incomes. In the absence of adequate public transport system, people are using personalized modes, which are not only leading to congestion on limited road network but also increasing environmental pollution. An average citizen of Bengaluru spends more than 240 hours stuck in traffic every year. Such delays result in loss of productivity, reduced air quality, reduced quality of life, and increased costs for services and goods.
- 1.2. Hence, to overcome the above issue, K RIDE (RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LIMITED) is entrusted with the responsibility of execution of Bengaluru Suburban Railway Project (BSRP). K RIDE, with its corporate office at # 8, 1st Floor, Samparka Soudha, Dr. Rajkumar Road, opposite Orion Mall, Rajajinagar 1st Block, Bengaluru– 560010, was incorporated as a Joint Venture between Government of Karnataka and Ministry of Railways. The term ‘Employer’ mentioned anywhere in this document refers to K RIDE.
- 1.3. Bengaluru Suburban Railway Project (BSRP), a new Suburban Railway Project envisages construction of 4 dedicated rail corridors in a period of 6 years. It will link Bengaluru to its satellite townships, suburbs, surrounding areas and provide a mass rail based rapid transit system.

Corridor	Details of the Corridor/ Line	Length (in km)		Total	No. of Stations			Total
		Elevated	At – Grade		Elevated	At – Grade	Future	
Corridor -1	KSR Bengaluru – Devanahalli	21.36	27.11	48.47	07	09	01	17
Corridor – 2	Baiyappanahalli – Chikkabanavara	9.25	19.47	28.72	03	10	02	15
Corridor – 3	Kengeri to Whitefield	10.40	25.12	35.52	08	05	01	14
Corridor – 4	Heelalige to Rajankunte	9.47	38.27	47.74	03	16	04	23

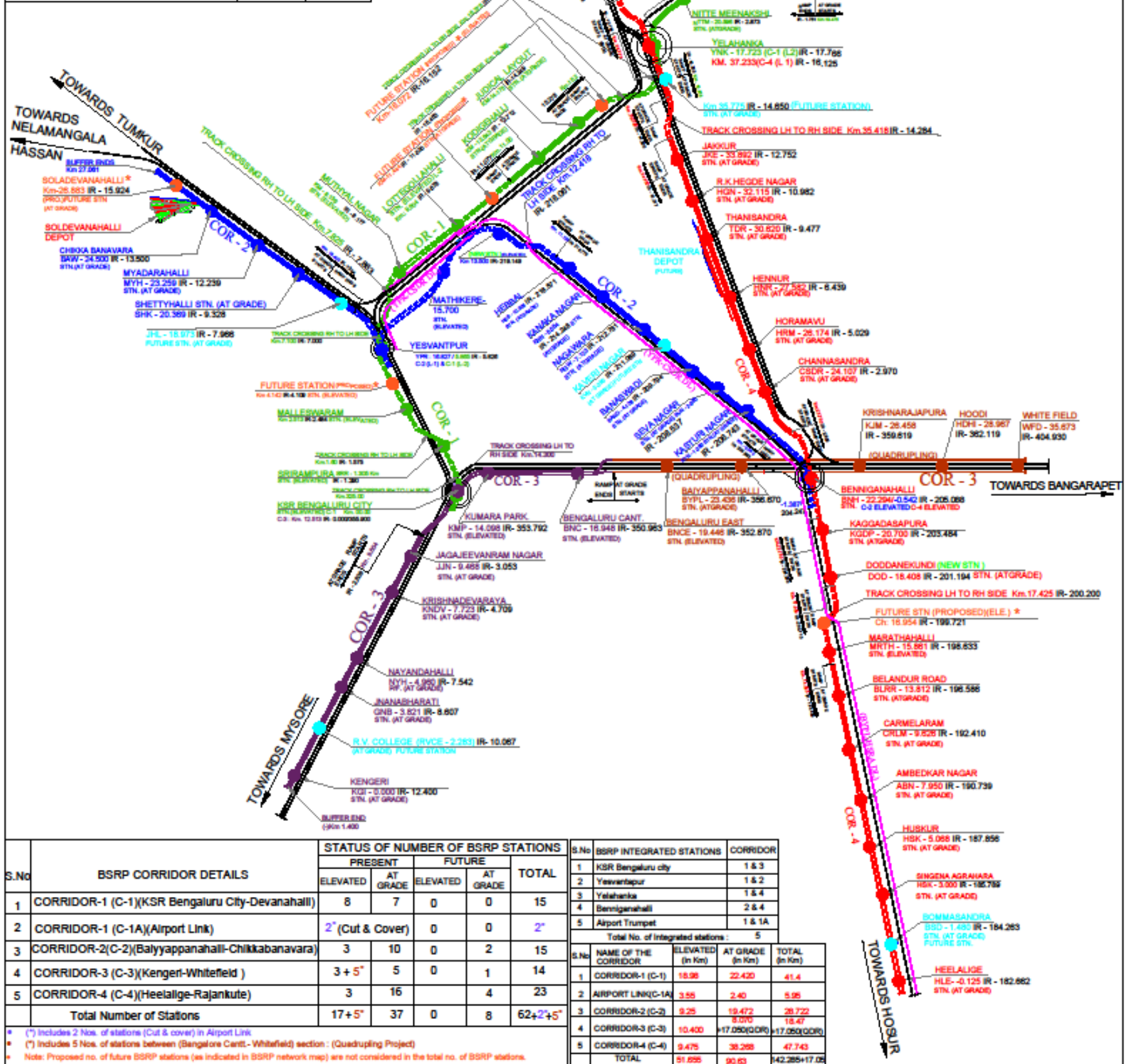


# Bengaluru Suburban Rail Project (BSRP)

(Total sanctioned length-148.17 km)

## NETWORK LEGEND

DESCRIPTION	ELEVATED	AT GRADE
CORRIDOR - 1 KSR BENGALURU CITY - DEVANAHALLI (Via YPR - MUTHYAL NAGAR - LOGH - YNK) SHOWN AS		
CORRIDOR - 2 BAIYAPPANAHALLI TERMINAL - CHIKKA BANAVARA (Via BAND-HEB-LOGH-YPR) SHOWN AS		
CORRIDOR - 3 KENGERI - BENGALURU CANT. WHITEFIELD. (Via SBC) SHOWN AS		
CORRIDOR - 3 QUADRAUPULLING, BENGALURU CANTT. - WHITEFIELD SHOWN AS		
CORRIDOR - 4 HEELALIGE - RAJANKUNTE. (Via BYPL "A" PANEL - CSDR - YNK) SHOWN AS		
SUBURBAN LINK TO AIRPORT SHOWN AS		
NO. OF STATIONS (Cut & cover) IN SUBURBAN LINK TO AIRPORT SHOWN AS		
FUTURE BSRP STATIONS (AT GRADE) SHOWN AS		
(PROPOSED) FUTURE BSRP STATIONS SHOWN AS		
SUBURBAN MAINTENANCE DEPOTS SHOWN AS		
SUBURBAN FUTURE MAINTENANCE DEPOT SHOWN AS		
EXISTING INDIAN RAILWAYS TRACK & ROUTES		
PROPOSED DOUBLING OF INDIAN RAILWAYS TRACKS (YPR-CSDR-BYPL-HOBSUR)		



S.No	BSRP CORRIDOR DETAILS	STATUS OF NUMBER OF BSRP STATIONS				TOTAL
		PRESENT ELEVATED	PRESENT AT GRADE	FUTURE ELEVATED	FUTURE AT GRADE	
1	CORRIDOR-1 (C-1)(KSR Bengaluru City-Devanahalli)	8	7	0	0	15
2	CORRIDOR-1 (C-1A)(Airport Link)	2*	(Cut & Cover)	0	0	2*
3	CORRIDOR-2(C-2)(Balyappanahalli-Chikkabanavara)	3	10	0	2	15
4	CORRIDOR-3 (C-3)(Kengeri-Whitefield )	3 + 5*	5	0	1	14
5	CORRIDOR-4 (C-4)(Heelalige-Rajankute)	3	16	4	4	23
Total Number of Stations		17 + 5*	37	0	8	62 + 2* + 5*

S.No	BSRP INTEGRATED STATIONS	CORRIDOR
1	KSR Bengaluru city	1 & 3
2	Yesvantpur	1 & 2
3	Yelahanka	1 & 4
4	Benniganahalli	2 & 4
5	Airport Trumpet	1 & 1A
Total No. of Integrated stations: 5		

S.No	NAME OF THE CORRIDOR	ELEVATED (In Km)	AT GRADE (In Km)	TOTAL (In Km)
1	CORRIDOR-1 (C-1)	18.98	22.420	41.4
2	AIRPORT LINK(C-1A)	3.55	2.40	5.95
3	CORRIDOR-2 (C-2)	9.25	19.472	28.722
4	CORRIDOR-3 (C-3)	10.430	8.070	18.47
5	CORRIDOR-4 (C-4)	9.475	30.255	47.743
TOTAL		51.670	82.617	142.285+17.02

\* (\*) Includes 2 Nos. of stations (Cut & cover) in Airport Link  
 (\*) Includes 5 Nos. of stations between (Bangalore Cantt. - Whitefield) section : (Quadrupling Project)  
 Note: Proposed no. of future BSRP stations (as indicated in BSRP network map) are not considered in the total no. of BSRP stations.

## **2. Background of the funding agencies**

### **2.1. Kreditanstalt fuer Wiederaufbau (KfW)**

2.1.1. KfW is one of the world's leading promotional banks. KfW has been committed to improving economic, social and environmental living conditions across the globe on behalf of the Federal Republic of Germany and the federal states since 1948.

2.1.2. KfW does not have any branches and does not hold customer deposits. It funds its promotional business in a responsible manner and almost entirely via the international capital markets. In 2021, KfW raised EUR 82.6 billion for this purpose.

2.1.3. At its headquarters in Frankfurt am Main, at its two branches in Berlin and Bonn, at its subsidiaries KfW IPEX-Bank, DEG and KfW Capital, it employs over 7,700 members of staff. It is represented at around 80 locations worldwide.

2.1.4. As a bank committed to responsibility, KfW supports people, countries and institutions who think ahead, driving our society towards the future. This profile is what clearly sets KfW apart from other commercial banks. More background information about KfW can be found on the website [www.kfw.de](http://www.kfw.de).

### **2.2. European Investment Bank (EIB)**

2.2.1. EIB is the financing institution of the European Union. Created by the Treaty of Rome, its shareholders are the Member States of the European Union, and its Board of Governors is composed of the Finance Ministers of these States. The EIB enjoys its own legal personality and financial autonomy within the Community system.

2.2.2. The mission of the EIB is to contribute, by financing sound investment, to the policy objectives of the European Union, as laid down in its statutes and in decisions of the European Council. The Bank contributes towards the integration, balanced development and economic and social cohesion of the Members of the European Union. To this end, it raises on the markets substantial volumes of funds that directs on the most favorable terms towards financing capital projects according with the objectives of the Union. Outside the Union, the EIB implements the financial components of agreements concluded under European development aid and cooperation policies. More background information about EIB can be found on the website [www.eib.org](http://www.eib.org).

## **3. Environment Impact Assessment (EIA)**

3.1. K RIDE appointed a consultant M/s iDeCK Ltd. for EIA.

3.2. The study for EIA was performed in compliance with the guidelines of World Bank and European Investment Bank viz., Environment and Social Standards (ESS), Guidance

Notes, General EHS Guidelines & Railway EHS Guidelines of World Bank Group etc. as specified by World Health Organization (WHO) to ensure Good Practices in Health, Environment and Safety Management. The objective of the EIA was to ensure that anticipated adverse impacts on natural, physical and social environment likely to accrue on account of proposed project interventions are evaluated/assessed adequately and addressed through appropriate mitigation measures incorporated/integrated into the design and execution of works.

3.3.The EIA study, collection of environmental baselines; identification of any environmentally & socially critical area in 5 km on either side of the alignment as study area as directed by K RIDE; identification of the project activities and assessment of the associated environmental impacts of BSRP as part of the planning and design process and provide an EMP.

3.4.The study further included Noise and Vibration studies based on the guidelines of Research Designs and Standards Organization, Ministry of Railways, India and other relevant guidelines of World Bank, KfW, EIB etc. The consultant assessed the possible impact due to various sources of noise and vibration during the construction and maintenance stages of BSRP.

#### **4. Social Impact Assessment (SIA)**

4.1. K RIDE appointed a consultant M/s iDeCK Ltd. for the EIA.

4.2.The study for SIA was carried out in coordination with the environment and technical teams which includes review of the available reports, designs and information along with field visits of BSRP and its other components to be developed - like stations, depots etc. and any other associated facilities to be constructed as part of the BSRP. The study determined the magnitude of actual and potential social impacts.

4.3.The study identified different categories and extent of impacts envisaged under the project which includes both the stakeholders and all non-stakeholders within the impact zone. Also, the study identified the likely impact on local communities, to establish the applicability of GoI/ GoK/ Bank's regulations as necessary;

4.4.The study covered the base line socio-economic survey of the affected families suffering major impacts & needing rehabilitation assistance in addition to compensation for their losses of land/ property/ livelihood/a combination of the above. The study endeavored a detailed survey of all affected families staying in Bengaluru and its suburbs along the alignment, recorded their assets (land, structures, and facilities etc.), incomes, and social categories (Scheduled Castes/Scheduled Tribes etc.).

## **PART B: SCOPE OF WORK**

### **1. General**

The Implementation Consultant shall find out various activities to be carried out as per the approved reports of EIA & SIA and the additional data to be furnished in the EIA & SIA from

various Indian standards as per the guidelines of International funding agencies like KfW, AFD, ESS guidelines of World Bank etc. and submit the same to the Employer to supplement the EIA & SIA reports.

## **2. Objective**

The key objectives of the assignment shall comprise of but not limited to the following:

- 2.1. The consultant shall assist in the implementation of Resettlement Action Plan;
- 2.2. The consultant shall support in the implementation of Environmental Regulatory Framework;
- 2.3. The consultant shall support in the implementation of Environmental & Social Management Action Plan;
- 2.4. The consultant shall assist in the implementation of Gender Action Plan;
- 2.5. The consultant shall prepare a detailed Environmental Internal Monitoring Plan (EMoP) and oversee the implementation of the same by the agencies engaged by the Employer;
- 2.6. The consultant shall assist the Employer to obtain ISO and other certifications;
- 2.7. The consultant shall act as a nodal agency with the other stakeholders & K RIDE on Resettlement;

The Consultant shall prepare all documents & perform all the activities as per the direction of the Employer and in the formats / templates approved by the Employer. Any work of data collection, liaison etc. shall be performed by the Consultant independently under the guidance of the Employer.

## **3. Detailed Scope of Work**

The scope of the work extends to all four corridors and its stations shown in BSRP drawing in Part-A and all other associated locations viz., depots, substations etc. In addition to this, the scope shall further extend to any future stations/ structures/ major & micro depots/ buildings/ substations planned during the course of the work and no additional claim will be entertained in this regard. The consultant shall act as the bridge between the Employer & the Stakeholders and shall put in efforts to facilitate smooth achievement of the objectives outlined above. Further, the consultant shall go through completely the Environmental & Social Assessment Reports and shall perform the following tasks in connection with the implementation of the following works:

The details of tasks envisaged under this work are elaborated but not limited to the following:

- i. The Consultant shall prepare a micro plan for resettlement;
- ii. The Consultant shall prepare in – depth plans for the disbursement of Compensation & Resettlement in line with K RIDE’s Compensation & Resettlement Policy;
- iii. The Consultant shall supplement and update the detailed Environment & Social Management Plans viz., Stakeholder Engagement Plan, Gender Action Plan, etc. as and when necessary, as directed by the Employer;
- iv. The Consultant shall prepare a detailed Income Restoration Plan;
- v. The Consultant shall prepare a mechanism for the smooth implementation of Compensation & Resettlement;

- vi. The Consultant shall prepare, update and implement the Legal & Regulatory Framework;
- vii. The Consultant shall prepare records and create database management of affected structures, families, persons, etc. as directed by the Employer;
- viii. The Consultant shall prepare Livelihood Enhancement Plan (LEP) for the Affected Persons and generate awareness about alternative economic livelihood and enable PAP/ PAF with multiple options;
- ix. The Consultant shall prepare mitigation plan, if necessary, in relocation of affected Common Property Resources and shall suggest alternatives in consultation with the communities;
- x. The Consultant shall make additional measures to facilitate the relocation of the vulnerable affected families;
- xi. The Consultant shall assess Skill Enhancement requirements of PAPs/ PAFs and shall organize trainings at regular interval;
- xii. The Consultant shall visit various construction locations like Construction Sites, Batching Plants, Casting Yards, Crusher Plants, Labour Camps etc. to ensure the activities to be carried out as per the applicable Laws & Acts;
- xiii. The Consultant shall assess post land acquisition scenario i.e., assessment in the loss of access or loss of approach to the properties adjacent to BSRP boundary;
- xiv. The Consultant shall assess & monitor the restrictions in the access to the public during the entire construction tenure;
- xv. The Consultant shall monitor & record the disruption to the public during to the project execution period;
- xvi. The Consultant shall perform regular/ frequent consultation with the stakeholders of the project and conduct Focus Group Discussions, Institutional level consultations throughout the project;
- xvii. The Consultant shall perform regular follow – up in implementation activities at site in consultation with the General Consultant to the project and as directed by the Employer;
- xviii. The Consultant shall record or receive suggestions during the stakeholders' meetings and shall advise the Employer to implement at site level, if identified suitable;
- xix. The Consultant shall extend all necessary cooperation for the Employer's possession of land at site as directed;
- xx. The Consultant shall carry out the assessment survey in the pending locations, where assessment of census survey & socio – economic survey could not be done;
- xxi. The Consultant shall implement and upkeep the measures to safeguard to environment;
- xxii. The Consultant shall implement the relevant Information, Education & Communication (IEC) strategy in order to achieve the Social Safeguard Objectives;
- xxiii. The Consultant shall oversee the execution the Environmental Management Action Plan & Social Management Action Plan as mentioned in the reports of Environment Impact Assessment & Social Impact Assessment respectively. Further, if any impact issues are identified beyond the contents of the reports, the consultant shall advise the Employer and execute the suitable mitigation measures;
- xxiv. The Consultant shall identify the grievances at site level and shall advise the Employer in the addressal of those grievances;
- xxv. The Consultant shall act as per the instructions received from the Employer;

- xxvi. The Consultant shall perform regular audits at site level in order to measure the efficiency and performance of the Environment & Social Management Plan as directed by the Employer;
- xxvii. The Consultant shall conduct orientation session and frequent trainings to the personnel involved in the implementation of the project, regarding the effectiveness & necessity of Environmental & Social Management Plan;
- xxviii. The Consultant shall review the existing Environment & Social Commitment Plan, Grievance Redressal Mechanism and update the same time to time, as necessary and as directed by the Employer;
- xxix. The Consultant shall update the list of stakeholders of the project time to time and shall submit the proceedings of the meetings to the Employer;
- xxx. The Consultant shall develop an Internal Monitoring & Evaluation Plan/ Program. The Plan shall be in such a format that it is easy for the Employer to evaluate the performance of implementation at any stage;
- xxxi. The Consultant shall plan, train and mentor PAP/ PAF and shall convey the benefits of Compensation & Resettlement policy, so as to avoid forced evictions;
- xxxii. The Consultant shall coordinate with Karnataka Slum Development Board for Compensation & Resettlement of the Slum Dwellers and the Squatters under its jurisdiction;
- xxxiii. The Consultant shall coordinate with South Western Railway for Compensation & Resettlement for the Squatters under its jurisdiction;
- xxxiv. The Consultant shall identify the contagious issues which may jeopardise the implementation of the project and bring such issues to the notice of the Employer promptly;
- xxxv. The Consultant shall suggest suitable remedial measures, if any, over and above the advised mitigation measures for the sake of wellness of PAF/PAP;
- xxxvi. The Consultant shall provide necessary guidance to the Project Affected Families/ Persons which shall include shifting, relocation etc.;
- xxxvii. The Consultant shall assist Project Affected Families/ People on Income Restoration;

The consultation shall be carried out to achieve the following objectives;

- a. Convey the scope and benefits of the project which improve the standard of living;
- b. Express the action taken by the employer to safeguard the public during the implementation of the project;
- c. Describe the process of resettlement;
- d. Encourage the public on resettlement;
- e. Educate the concerned PAPs/PAFs on the Compensation & Resettlement entitlements;
- f. Record, analyse and implement the suggestions provided duly obtaining approval from the Employer;
- g. Address the grievances related to environmental and social matters;
- h. Cognize the measures adopted to restore & improve the income;
- i. Facilitate the implementation of good practices;

The following procedures shall be kept in view during the execution of the work:



**a. Coordination:**

- i. The Consultant shall develop rapport between PAFs/ PAPs and the Employer. The same shall be achieved through regular meetings with the representatives of Employer and PAFs/ PAPs;
- ii. The Consultant shall document minutes of the meetings and decisions advised;
- iii. The Consultant shall also coordinate with independent External Monitoring Agency and share project data as requested;

**b. Information, Education and Communication (IEC) Strategy:**

- i. The Consultant shall make PAFs / PAPs aware of the grievance mechanism set out in RAP (or any) and shall assist PAFs/ PAPs who have grievances to pursue a suitable remedy;
- ii. The Consultant shall maintain a log of the grievances directly received by them and forward the same to the designated complaint officer as per GRM within 7 (seven) days of receipt of the grievance from the PAFs/ PAPs;
- iii. The Consultant shall submit a draft resolution with respect to the particular grievance of the PAF/ PAP, suggesting solutions, and deliberate on the same in the Grievance Redressal Committee (GRC) meeting;
- iv. The Consultant shall help PAFs/ PAPs to file a grievance application. The Consultant shall assist PAFs/ PAPs in the Grievance Redressal Committee processes, whenever necessary;

**c. Micro Plans:**

- i. The Consultant shall prepare Micro-level Plans with details of category of PAF, loss of assets, compensation and all types of assistances provided against the loss, indicating category of entitlement, alternate livelihood options pursued, details of resettlement, land loss details;
- ii. The Consultant shall include the details like the skills of PAFs / PAPs, proposed skill enhancement requirements, any income generation and income enhancement plans etc.;
- iii. The Consultant shall prepare a separate plan for relocation & management of community assets and common property resources;
- iv. The Consultant shall also submit the Micro-Plans for the approval to the district administration, if required;

**d. Disbursement of Compensation/ Entitlements:**

- i. The Consultant shall ensure that PAFs/ PAPs obtain their full entitlements as per RAP. Where options are available, the Consultant shall provide advice to PAFs/ PAPs on the relative benefits of each option;
- ii. The Consultant shall assist the Employer in ensuring smooth transition and help the PAFs/ PAPs in taking salvaged materials, duly keeping the Employer informed. In close consultation with PAFs/ PAPs, the Consultant shall inform the Employer about the shifting dates agreed with PAFs/ PAPs in writing and

- shall plan desired arrangements for PAFs/ PAPs with respect to their entitlements;
- iii. The Consultant shall carry out meaningful community consultation and individual consultation (in confidentiality), as required with the affected families;
  - iv. The Consultant shall assist PAFs/ PAPs in opening bank accounts, if required, explain the implications, the rules and the obligations of a joint account and how he/she can access the resources he/she is entitled to;
  - v. The Consultant shall ensure proper utilization of assistance made available under RAP to PAFs/ PAPs. The Consultant shall advise PAFs/ PAPs on the best option to utilize or to invest the compensation that may be provided under RAP;
  - vi. The Consultant shall emphasize the sustainable way of utilization of compensation in the best possible way, e.g., purchasing a replacement land. The Consultant shall ensure proper utilization of Compensation & Resettlement Budget available for the project;
  - vii. The Consultant shall identify the means and shall advise the disbursement of the entitlements to the eligible persons/families in a transparent manner and shall report the same to the Employer on the level of transparency achieved in the project. If, in case, PAFs/ PAPs undertake the construction of their houses in stages, disbursement for each stage shall be linked to the progress of the construction of that house, for which money shall be disbursed upon submission of related proofs;
  - viii. The Consultant shall support the District Administration in this regard and collect all the related documentation;

**e. Income Restoration/ Livelihood Enhancement:**

- i. The Consultant shall train the eligible PAFs/ PAPs who lose their livelihood, in suitable Income Restoration Programs, depending on the skills and interest of PAFs/ PAPs;
- ii. The Consultant shall prepare individual Income Restoration Plan, as a part of the Micro Plan for all PAFs/ PAPs whose livelihoods are getting affected;
- iii. The Consultant shall explore the potential of employment opportunities with the local contractors, and wherever possible, ensure suitable employment with the contractors. This will include providing the list of people willing to work under contractors and to facilitate suitable jobs to PAFs/ PAPs and local people. The Consultant shall maintain a detailed database related to the job opportunities created inside & outside the project;
- iv. The Consultant shall assist PAFs/ PAPs to establish links/ communications with the Government Departments, District Administration, etc. to ensure that PAFs/ PAPs are included in the development schemes, as applicable. The Consultants shall extend their assistance to the vulnerable groups;
- v. The Consultant shall link up PAFs/ PAPs to training institutes for imparting skill and management training for enterprise creation and development. For those PAFs/ PAPs who are interested in skill upgrading or training for economic generation programs, the Consultant shall facilitate formation of Self-Help Groups and impart skill training to the affected persons;

**f. Land – Acquisition, Relocation & Handover:**

- i. The Consultant shall facilitate PAPs/ PAFs in the entire Land Acquisition processes i.e., from the date of preliminary survey till the receipt of cheques of Compensation & Resettlement in coordination with the Employer, KIADB, ADLR etc. In special cases, the same shall be extended during the construction, operation & maintenance stages of BSRP;
- ii. The Consultant shall ensure facilitation of physical possession of land after the transfer and relocation of all affected families duly ensuring that the land is handed over to the Employer;
- iii. The Consultant shall be consulted or advised in collection and procurement of any documents from the District Administration etc., with respect to the activities mentioned above;
- iv. The Consultant shall submit a detailed status report of PAFs/ PAPs to the Employer upon post-relocation;

## **PART C: DELIVERABLES & PAYMENT SCHEDULE**

### **1. Deliverable**

The time period for the work shall be as set out in the table below:

D = Date of Issue of LoA

<b>S. No.</b>	<b>Description of Milestone</b>	<b>Time Frame</b>
1)	Submission of Inception report consisting of Approach, Methodology etc.	D + 04 weeks
2)	Submission of Preliminary Action Plan <ol style="list-style-type: none"><li>i. Resettlement,</li><li>ii. Environmental &amp; Social Regulatory Framework;</li><li>iii. Environment &amp; Social Management Plan;</li><li>iv. Gender Action Plan;</li><li>v. Grievance Redressal Mechanism;</li><li>vi. Stakeholder Engagement Plan;</li><li>vii. Environment &amp; Social Commitment Plan;</li></ol>	D + 08 weeks
3)	Submission of First Evaluation Report of all items in Sl. No. 2	D + 03 months
4)	Submission of Periodical Evaluation Report of all items in Sl. No. 2 & database, recordings during FGD etc.,	Once after every periodical interval after acceptance of item 3 by the Employer
5)	Submission of Final Evaluation Report of items in Sl. No 2 & database, recordings during FGD etc.,	D + 03 years

**NOTE:** The periodical interval will be specified by the Employer and will be informed to the contractor, from time to time. It may vary every time, depending on the requirement. The sum of periodical intervals after the start of first periodical interval shall, however, match with the completion period.

## 2. Payment Schedule

S. No.	Description of Milestone	Fee (in %)
1)	Submission of Inception Report	10%
2)	Submission of Preliminary Action Plan	11%
3)	Acceptance of First Evaluation Report	10%
4)	Acceptance of Periodical Evaluation Reports	4% on every periodical submission (for 11 periodical intervals with 1 <sup>st</sup> periodical interval starting from D + 03 months)
5)	Acceptance of Final Evaluation Reports	25%

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# **ANNEXURE - K**

**Draft Terms of Reference for  
Independent Environment &  
Social Consultant**

# INDEX

## Table of Contents

Sl. No.	Description	Page No
1	<b>Part A:</b> General Information	
2	<b>Part B:</b> Scope of Work	
3	<b>Part C:</b> Deliverables & Payment Schedule	

## PART A: GENERAL INFORMATION

### 1. Project Background

- 1.1. The population of Bengaluru has been growing faster. There has been a phenomenal growth in the population of vehicles as well, especially the two wheelers and four wheelers in the recent past due to rising household incomes. In the absence of adequate public transport system, people are using personalized modes, which not only leading to congestion on limited road network but also increasing environmental pollution. An average citizen of Bengaluru spends more than 240 hours stuck in traffic every year. Such delays result in loss of productivity, reduced air quality, reduced quality of life and increased costs for services and goods.
- 1.2. Hence, to overcome the above issue, K RIDE (RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LIMITED) is entrusted with the responsibility of execution of Bengaluru Suburban Railway Project (BSRP). K RIDE, with its corporate office at # 8, 1st Floor, Samparka Soudha, Dr. Rajkumar Road, opposite Orion Mall, Rajajinagar 1st Block, Bengaluru– 560010, was incorporated as a Joint Venture between Government of Karnataka and Ministry of Railways. The term ‘Employer’ mentioned anywhere in this document refers to K RIDE.
- 1.3. Bengaluru Suburban Railway Project (BSRP), a new Suburban Railway Project envisages construction of 4 dedicated rail corridors in a period of 6 years. It will link Bengaluru to its satellite townships, suburbs, surrounding areas and provide a mass rail based rapid transit system.

Corridor	Details of the Corridor/ Line	Length (in km)		Total	No. of Stations			Total
		Elevated	At – Grade		Elevated	At – Grade	Future	
Corridor -1	KSR Bengaluru – Devanahalli	21.36	27.11	48.47	07	09	01	17
Corridor – 2	Baiyappanahalli – Chikkabanavara	9.25	19.47	28.72	03	10	02	15
Corridor – 3	Kengeri to Whitefield	10.40	25.12	35.52	08	05	01	14
Corridor – 4	Heelalige to Rajankunte	9.47	38.27	47.74	03	16	04	23

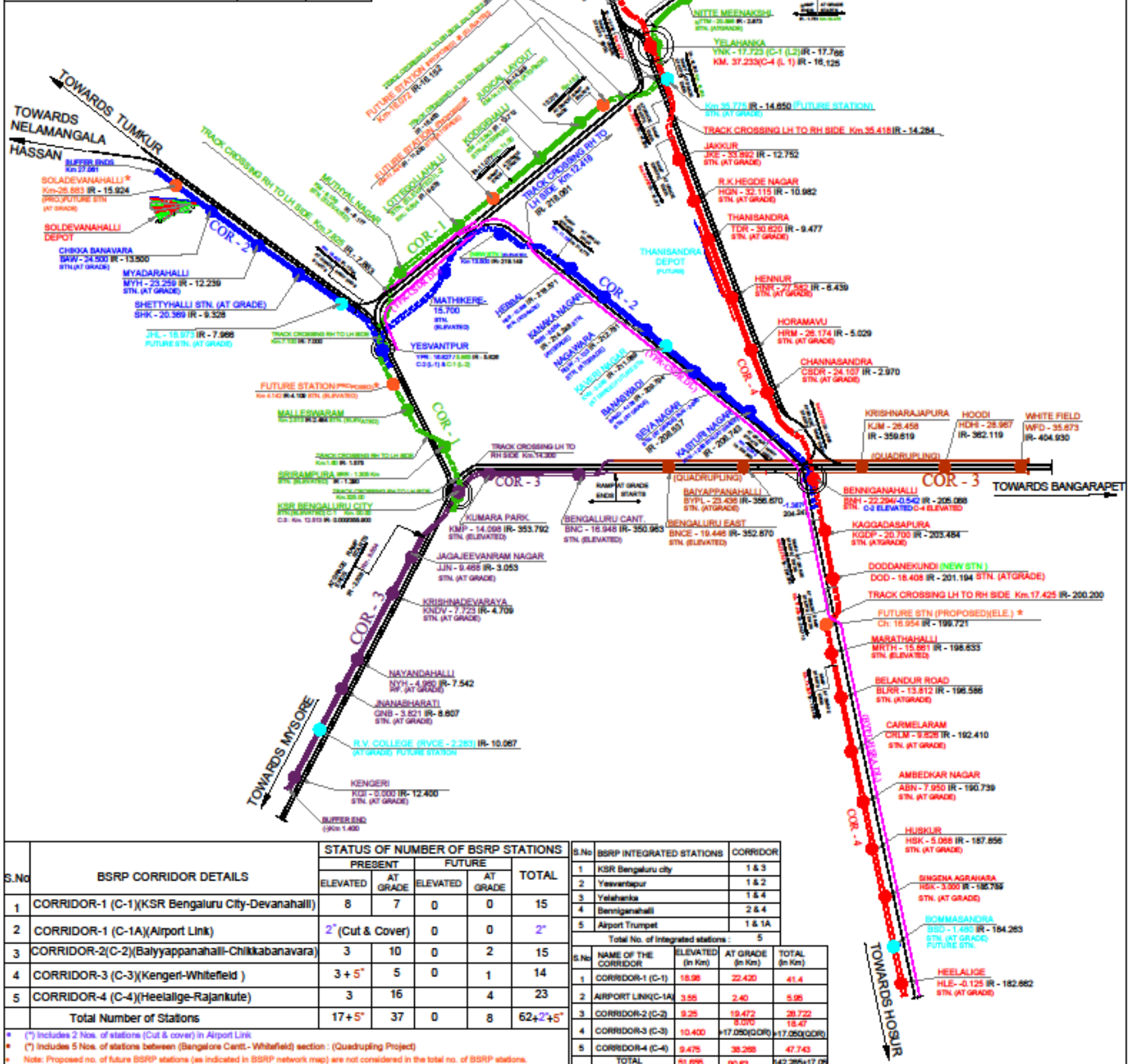


# Bengaluru Suburban Rail Project (BSRP)

(Total sanctioned length-148.17 km)

## NETWORK LEGEND

DESCRIPTION	ELEVATED	AT GRADE
CORRIDOR - 1 KSR BENGALURU CITY - DEVANAHALLI (Via YPR-MUTHYAL NAGAR - LOGH - YNQ) SHOWN AS		
CORRIDOR - 2 BAIYYAPPANAHALLI TERMINAL -CHIKKA BANAVARA (Via BAND-HES-LOGH-YPR) SHOWN AS		
CORRIDOR - 3 KENGERI - BENGALURU CANT. WHITEFIELD. (Via SBC) SHOWN AS		
CORRIDOR - 3 QUADRUPLING BENGALURU CANTT. - WHITEFIELD SHOWN AS		
CORRIDOR - 4 HEELALIGE - RAJANKUNTE. (Via BYPL "A" PANEL - CSDR - YNQ) SHOWN AS		
SUBURBAN LINK TO AIRPORT SHOWN AS		
NO. OF STATIONS (Cut & cover) IN SUBURBAN LINK TO AIRPORT SHOWN AS		
FUTURE BSRP STATIONS (AT GRADE) SHOWN AS		
(PROPOSED) FUTURE BSRP STATIONS SHOWN AS		
SUBURBAN MAINTENANCE DEPOTS SHOWN AS		
SUBURBAN FUTURE MAINTENANCE DEPOT SHOWN AS		
EXISTING INDIAN RAILWAYS TRACK & ROUTES		
PROPOSED DOUBLING OF INDIAN RAILWAYS TRACKS (YPR-CSDR-BYPL-HOBSUR)		



S.No	BSRP CORRIDOR DETAILS	STATUS OF NUMBER OF BSRP STATIONS				
		PRESENT		FUTURE		TOTAL
		ELEVATED	AT GRADE	ELEVATED	AT GRADE	
1	CORRIDOR-1 (C-1)(KSR Bengaluru City-Devanahalli)	8	7	0	0	15
2	CORRIDOR-1 (C-1A)(Airport Link)	2*	(Cut & Cover)	0	0	2*
3	CORRIDOR-2(C-2)(Baiyyappanahalli-Chikkabanavara)	3	10	0	2	15
4	CORRIDOR-3(C-3)(Kengeri-Whitefield)	3 + 5*	5	0	1	14
5	CORRIDOR-4 (C-4)(Heelalige-Rajankunte)	3	16	0	4	23
<b>Total Number of Stations</b>		<b>17 + 5*</b>	<b>37</b>	<b>0</b>	<b>8</b>	<b>62 + 2 + 5*</b>

S.No	BSRP INTEGRATED STATIONS	CORRIDOR		
1	KSR Bengaluru city	1 & 3		
2	Yesvantpur	1 & 2		
3	Yalahanka	1 & 4		
4	Benniganahalli	2 & 4		
5	Airport Trumpet	1 & 1A		
Total No. of integrated stations : 5				
S.No	NAME OF THE CORRIDOR	ELEVATED (In Km)	AT GRADE (In Km)	TOTAL (In Km)
1	CORRIDOR-1 (C-1)	18.98	22.420	41.4
2	AIRPORT LINK(C-1A)	3.55	2.40	5.95
3	CORRIDOR-2 (C-2)	9.25	19.472	28.722
4	CORRIDOR-3 (C-3)	10.400	17.050(COR)	17.050(COR)
5	CORRIDOR-4 (C-4)	9.475	38.288	47.763
<b>TOTAL</b>		<b>51.608</b>	<b>90.63</b>	<b>142.238+17.05</b>

\* (\*) Includes 2 Nos. of stations (Cut & cover) in Airport Link  
 (\*) Includes 5 Nos. of stations between (Bangalore Cantt. - Whitefield) section : (Quadrupling Project)  
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4.1.K RIDE appointed a consultant M/s iDeCK Ltd. for the SIA.

4.2.The study for SIA was carried out in coordination with the environment and technical teams which includes review of the available reports, designs and information along with field visits of BSRP and its other components to be developed - like stations, depots etc. and any other associated facilities to be constructed as part of the BSRP. The study determined the magnitude of actual and potential social impacts.

4.3.The study identified different categories and extent of impacts envisaged under the project which includes both the stakeholders and all non-stakeholders within the impact zone. Also, the study identified the likely impact on local communities, to establish the applicability of GOI/State Government/ Bank's regulations as necessary.

4.4.The study covered the base line socio-economic survey of the affected families suffering major impacts & needing rehabilitation assistance in addition to compensation for their losses of land/ property/ livelihood/ a combination of the above. The study endeavored a detailed survey of all affected families staying in Bengaluru and its suburbs along the alignment, recorded their assets (land, structures, and facilities etc.), incomes and social categories (Scheduled Castes/ Scheduled Tribes etc.).

#### **5. Implementation of Environmental & Social Management Plan**

5.1.The Employer through the Consultant carries out the implementation of Resettlement Action Plan, Environmental Regulatory Framework, Environmental & Social Action Plan, Gender Action Plan, Environmental Action Plan, Environmental Monitoring Plan.

5.2. The implementation Consultant will find out the requirements of ESIA and the data to be furnished in ESIA in connection with various Indian standards and guidelines of international funding agencies like KfW, EIB, World Bank.

5.3. The work includes the implementation of various activities during the construction, operation & maintenance stages of BSRP.

## **PART B: SCOPE OF WORK**

### **4. General**

The External Monitoring Consultant (EMC) shall find out various activities which are required to be monitored as per the approved reports of EIA & SIA as per various Indian standards and as per the guidelines of International funding agencies like KfW, EIB, World Bank etc. The EMC on behalf of the Employer, shall review the supplements of EIA & SIA reports which will be submitted by the Implementation Consultant.

### **5. Objective**

The key objectives of the assignment shall comprise of but not limited to the following:

- 5.1. The Consultant shall monitor & assess the progress of implementation works related to Resettlement Action Plan, Environmental Regulatory Framework, Environmental & Social Action Plan, Gender Action Plan, Environmental Monitoring Plan;
- 5.2. The Consultant shall review the schedules and the implementation targets;
- 5.3. The Consultant shall conduct third party monitoring of Environment & Social Management Plan (ESMP) as per the requirements of the state & central boards, World Bank, EIB & KfW;
- 5.4. The Consultant shall ensure that the project is implemented in conformity with the policies of Government of Karnataka, Government of India, World Bank, KfW, EIB etc.;
- 5.5. The Consultant shall identify issues related to the implementation of Environment & Social Management Plan and the required corrective actions;
- 5.6. The Consultant shall capture Social, Environment & Economic Benefits and additional measures to capture the potential benefits to the vulnerable groups;
- 5.7. The Consultant shall engage with the stakeholders of the project in the monitoring processes;
- 5.8. The Consultant shall act on behalf of the Employer and General Consultant (GC) to manage third-party monitoring and engagement with the stakeholders;
- 5.9. The Consultant shall identify the necessity of the training(s) to the stakeholders;
- 5.10. The Consultant shall review the updated/ revised reports of Environment & Social Impact Assessment, Environment & Social Management Plan, Environment & Social Due Diligence prepared by the Implementation Consultant and as per the requirements of the project from time to time;

The Consultant shall review all documents & monitor all the activities as per the direction of the Employer and in the formats/ templates approved by the Employer. Any work of data collection, liaison etc. shall be performed by the Consultant independently under the guidance of the Employer.

## 6. Detailed Scope of Work

The scope of the work extends to all four corridors and its stations shown in the BSRP diagram in Part-A and all other associated locations viz., depots, substations etc. In addition to this, the scope shall further extend to any future stations/ structures/ major & micro depots/ buildings/ substations planned during the course of the work and no additional claim will be entertained in this regard. The Consultant shall act as the bridge between the Employer & the Stakeholders and shall put in efforts to facilitate smooth achievement of the objectives outline above. Further, the Consultant shall go through completely the Environmental & Social Assessment Reports and shall perform of the following tasks in connection with the monitoring of the following works:

The scope of work includes, but not limited to:

- xxxviii. Undertake monitoring of ESMP implementation to ascertain the compliance of the performance indicators in all stages of project in accordance with the provisions of approved Environment & Social Impact Assessment, Environment & Social Management Plan, Environment & Social Due Diligence reports;
- xxxix. Advise or guide the Project Executive Agencies, ESMP Implementation Consultant, General Consultant to BSRP who are in support to the Employer in the implementation of Environment & Social Impact Assessment Reports, Environment & Social Management Plan, Environment & Social Due Diligence, Environment & Social Policies of World bank, EIB, KfW and in accordance with this Terms of Reference;
- xl. Assist/ Train the field staff to oversee the implementation of Environment & Social Management Plan, Environment & Social Due Diligence;
- xli. Verify whether the implementation of Environment & Social Management Plan and other related tasks are carried out as per the applicable laws (Environmental Clearance, Forest Department), Environmental & Social Assessment Reports, Compensation & Resettlement Policy covenants of loan agreement with the funding agencies, condition in all types of execution contracts, Resettlement Action Plan, Gender Action Plan etc. and shall assist the Employer & the General Consultant as and when required from time to time and as directed by the Employer;
- xlii. Review all documents & reports related to Environment & Social Management Plan, Construction Site Specific ESMP & all other reports received from the Executive Agency or the other Consultants and shall advise the Employer for the appropriate decisions on such reports;
- xliii. Assist the Employer in the correspondence with the funding agencies on any matters related to the implementation of Environmental & Social Management Plan & its related matters;
- xliv. Coordination with the Employer & the funding agencies during the visit to the project locations;
- xlv. Monitor the schedules & the achievement of targets given in Environmental & Social Management Plan and communicate the backlogs to the Employer, periodically as directed by the Employer;
- xlvi. Provide periodical suggestions or recommendations to the Employer for mid-stream alteration in the work based on the requirements of implementation of Environment & Social Management Plan etc.;
- xlvii. Report on the addressal of Grievance Redressal Mechanism (GRM) and analyses on the outcome of received complaints as directed by the Employer;

- xlvi. Identify the good practices at site level during the course of construction, operation & maintenance, document all such practices and update the Employer from time to time, as directed by the Employer;
- xlvii. Review the Executive Agency's site-specific Environment & Social Management Plan based on the final design and locations of construction camps, quarries and borrows areas etc;
  - i. Review the scope of Environment, Health & Safety as available in the execution contracts and evaluate its effectiveness and advise the same to the Employer from time to time;
  - ii. Review the internal Environment & Social Implementation Reports as per the standards/ requirements of Central & State Institutions, funding agencies etc;
  - iii. Periodically review the grievances register logs, which are required to be maintained at various Project sites;
  - iiii. Consult Project Affected Persons and all the other stakeholders of the project, frequently;
  - lv. Perform field visits to evaluate qualitatively and quantitatively the environmental activities and review the methodologies or method statements etc., carried out by the Project Executive Agencies on behalf of the Employer;
  - lv. Assess Environment & Social Management Plan implementation and performance based on the data/ information submitted by the Executive Agencies directly or through General Consultant (GC), whenever or wherever required. The external monitoring agency may ask the Project Executive Agencies to arrange for "additional quantitative & qualitative environmental monitoring" as required;
  - lvii. Discuss findings of various assessments with the Employer and shall provide recommendations to resolve any issues or problems in the implementation of Environment & Social Management Plan, Resettlement Action Plan and Gender Action Plan in connection with the safeguard policies of funding agencies;
  - lviii. Prepare Intermittent report and Annual external Environmental Monitoring & Evaluation Reports which shall conform to the Project's compliance with respect to Environment & Social Management Plan, Resettlement Action Plan and Gender Action Plan;
  - lix. Prepare & submit the time-bound corrective action plan for any non-compliances to the Employer;
  - lxi. Impart training to the stakeholders on the matters related to the environment viz., Environment & Social Impact Assessment, Environmental & Social Due Diligence, Environment & Social Management Plan, Environment Health & Safety and Environmental legislation as a part of capacity building;
  - lxii. Include other tasks which are necessary in realizing the objectives of the assignments;
  - lxiii. Review the updated or revised Environment & Social Management Plans, if any, from time to time;

### **3. Methodology**

The External Monitoring Consultant shall carry out rapid assessment of data/ information furnished by the Project Executive Agencies directly or through their Consultants, who supervise the works, Public Consultations, Focus Group Discussions, meetings with the concerned officials, people etc. and review the relevant documents.

The External Monitoring Consultant shall carry out frequent site visits as & when required and reflect the same in the Intermittent Monitoring Reports & Evaluation Reports & Annual Monitoring & Evaluation Reports (AMER). The Intermittent Monitoring Reports & Evaluation Reports & Annual Monitoring & Evaluation Reports (AMER) shall be submitted within 15 days at the end of each quarter and year respectively, during the contract period.

The External Monitoring Consultant shall also perform the following tasks during the evaluation of performances at the time of site visits and document review.

### **Task 1: Project Inception**

The Consultant shall communicate to the Employer, the General Consultant, the Project Executive Agencies etc., to gain an understanding on the present status of the project, project components which are relevant for the assessment and ongoing activities. The consultant shall attend the meetings fixed by the Employer to finalise the timelines for the site visits and submission of deliverables.

### **Task 2: Information Review**

The Consultant shall commence the assessment with review of records/ documents and shall primarily focus on the corporate level documentation, the procedures & its processes, the basic engineering reports and the other studies viz., Environment & Social Management Plan and Resettlement Action Plan etc. The same shall include site level Environment Health & Safety, Regulatory and Social compliances.

The Consultant shall review internet-based information available with regard to the project in order to build an understanding of project reputation, opinions with respect to the project development and information on the progress of the project which are disclosed to the external stakeholders. This is a live task and shall be carried out during the entire duration of the project. This will act as a tool during the assessments.

The Consultant shall perform a search of defined online and publicly available sources of information (relevant to the jurisdictions in which the project sites are located), along with the objective of identifying and reporting sustainability issues pertaining to the business which may be subject of current interest and concern to key third party stakeholders such as major Non-Governmental Organisations (NGOs) and other interested parties.

The Consultant shall deep-dive into the following few key documents to understand the project:

- a. Detailed Project Report or Feasibility Report;
- b. Funding Agreement;
- c. Environment & Social Impact Assessment Report;
- d. Environment & Social Management Plan;
- e. Environmental & Social Implementation Reports;
- f. Compensation & Resettlement Policy; and
- g. Project relevant document available with General Consultant, The Employer & Project Executive Agencies;

### **Task 3: Site Assessments**

The Consultant shall mobilize a team of competent Environmental and Social Experts with experience in infrastructure projects, Stakeholder Consultations, implementation of Resettlement Action Plan, Grievances Redressal etc. and with extensive knowledge in various International Standards and guidelines of funding agencies. The activities which are required to be undertaken during the assessment are listed below:

- a. Site reconnaissance of proposed project corridors to identify and observe sensitivities with respect to environmental & social aspects & receptors along with resettlement and biodiversity related issues;
- b. Visit to the project related facilities viz., site offices, labour camps, employee colonies (temporary and permanent), water supply/ use/ disposal arrangements, waste management systems, approach roads for the project implementation and labour transportation etc;
- c. Visit to the local communities and perform consultations with the representatives (PAP/ PAF) of the Project in order to understand the magnitude and level of adverse positive & negative impacts and their concerns about the Project;
- d. Consultation with the land losers in order to understand the land purchase process and assess the adequacy of the compensation provided;
- e. Discussion with the personnel of General Consultant & Project Executive Agencies (permanent, temporary and contractual) to understand the relationship between the Employee & the Employer and the safeguards provided in the workplace;
- f. Review of onsite information, files, reports, monitoring data etc.;

**Note:** All the above activities from 'a' to 'f' shall be carried out periodically as & when required and as directed by the Employer.

### **Task 4: Reporting and Presentation of Findings**

In connection to the above tasks, the External Monitoring Consultant (EMC) shall develop an Environmental and Social Monitoring Report along with a framework during every monitoring visit and shall add the contents of this report in the periodical reports. The table of contents in the periodical report shall include but not limited to the following:

- a. Report period and context;
- b. Summary of Project Status;
- c. Regulatory Compliance;
- d. Compliance with International Standards, Guidelines of the funding agencies;
- e. Implementation Status of Environment & Social Management Plan, Resettlement Action Plan, Compensation & Resettlement policy, Livelihood Restoration plan etc.;
- f. Energy & Resource Usage and Product Output;
- g. Air & Noise Emissions/ Wastes/ Effluents Monitoring;
- h. Environmental Monitoring Program and Results of Ambient Monitoring;

- i. Status of Human Resources Management;
- j. Occupational Health and Safety;
- k. Complaints, Grievances and its redressal;
- l. Stakeholder Engagement Activities/ Corporate Environmental & Social Responsibility/ Community Development Activities;

**Note:** The monitoring indicators and the frequency of obtaining data of these indicators shall be proposed by the EMC and submitted to the Employer for approval. All reports of monitoring shall conform to the above parameters and their periodicity, as approved by Executive Director (Civil) of the Employer.

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