



Rail Infrastructure Development
Company (Karnataka) Limited

Social Impact Assessment & Resettlement Policy Framework for Bengaluru Suburban Railway Project

March 2024

SIA & RPF Report (Final draft)

Submitted by:
Infrastructure Development
Corporation (Karnataka) Ltd.

9/7, K.C.N.Bhavan, Yamunabai Road, Madhavnagar
Extn. Off Race Course Road, Bengaluru - 560001 Phone:
+9180 -43448000. Fax: +9180 -43448001



**Government of India
Ministry of Railways
Government of Karnataka**

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

Bengaluru Sub-Urban Railway Project

**Funded by
European Investment Bank (EIB)
and
Kreditanstalt für Wiederaufbau (KfW)**

Social Impact Assessment and Resettlement Policy Framework

March 2024

K-RIDE

8, 1st Floor, Samparka Soudha

Dr. Rajkumar Road, opposite Orion Mall, Rajajinagar, 1st Block

Bengaluru – 560010

Karnataka, INDIA

Contents

Chapter 1. Executive Summary	1
1.1. Project Background	1
1.2. Scope of the SIA Study.....	2
1.3. Project Area.....	2
1.4. Salient Features of the Project.....	2
1.4.1. Corridor – 1: KSR Bengaluru City to Devanahalli.....	3
1.4.2. Corridor – 2: Baiyyappanahalli Terminal to Chikkabanavara.....	3
1.4.3. Corridor – 3: Kengeri to Whitefield	3
1.4.4. Corridor – 4: Heelalige to Rajanukunte	4
1.5. People’s Perception on the Benefits of the Project	7
1.6. Identification of Social Sensitive Stretches	8
1.7. Adverse Impacts of the Project	13
1.7.1. Land Acquisition	13
1.7.2. Affected Structures	15
1.7.3. Management of Mathikere Slum Impact (Corridor 2).....	18
1.7.4. Affected Community Property Resources.....	19
1.8. Project Affected Households	21
1.8.1. Preliminary Census and Socioeconomic Survey	21
1.8.2. Affected Households.....	22
1.8.3. Vulnerable Households.....	23
1.9. Major Social Risks of the Project and Mitigation Measures Adopted	24
1.10. Community Health and Safety	26
1.10.1. Objectives.....	26
1.10.2. Impacts and Mitigation Measures.....	26
1.11. Conflicts Due to Labour Influx	28
1.11.1. Mitigation Measures	28
1.12. Consultation and Participation	29
1.12.1. General Consultations and Key Informant Interviews.....	29
1.13. Random Survey among 1000 potential future Users of BSRP	37
1.14. Gender Sensitive Consultations and Gender Action Plan	37
1.15. Stakeholder Engagement Plan.....	44
1.16. Framework for Land Acquisition, Compensation and Resettlement & Rehabilitation 48	
1.17. Plan for Livelihood Restoration	48
1.18. Cost Estimate and Source of Funding	49
1.19. Implementation Arrangements.....	49
1.19.1. Project Executing Agency (PEA).....	50
1.19.2. Land Acquisition Unit (KIADB).....	50
1.19.3. Social Management Unit (KRIDE).....	51
1.19.4. Rehabilitation and Resettlement Award.....	52

1.19.5.	Summary Resettlement and Rehabilitation Entitlement Framework (R&REF).....	52
1.19.6.	RAPPIC (During Implementation & Post Resettlement).....	53
1.19.7.	Grievance Redressal Mechanism in the BSRP Project	53
1.20.	Resettlement & Rehabilitation Budget	55
1.21.	Implementation Schedule.....	56
1.22.	Monitoring & Evaluation.....	57
1.22.1.	Reporting.....	58
Chapter 2.	Introduction	59
2.1.	Background	59
2.2.	Benefits of the Project	60
2.3.	Project Area.....	61
2.3.1.	Bangalore Urban District	61
2.3.2.	Bangalore Rural District	62
2.4.	Project Corridors	64
2.4.1.	Corridor – 1: KSR Bengaluru City to Devanahalli.....	65
2.4.2.	Corridor – 2: Baiyyappanahalli Terminal to Chikkabanavara:.....	66
2.4.3.	Corridor – 3: Kengeri to Whitefield:	67
2.4.4.	Corridor – 4: Heelalige to Rajanukunte:	68
2.5.	Public Purpose of the Project.....	71
2.6.	Land Acquisition and Resettlement.....	71
2.6.1.	Structures Affected	74
2.7.	Census and Socio-Economic Survey Pending Locations	75
2.7.1.	Number of Affected Community Property Resources	77
2.8.	K-RIDE Initiatives regarding Mathikere Slum	78
2.9.	Minimizing Resettlement.....	79
2.9.1.	Objective of Resettlement Action Plan.....	79
2.10.	Lenders Requirements	80
2.11.	Alternative Analysis	81
2.12.	The Report.....	81
Chapter 3.	Approach and Methodology	82
3.1.	Introduction.....	82
3.2.	Scope of the SIA Study.....	82
3.3.	Objective of the SIA	82
3.4.	Approach of the Study	83
Chapter 4.	Land Assessment.....	86
4.1.	Land Requirement	86
4.2.	Land Requirements for Depots, Running Sections and Stations	88
4.3.	Identification of Social Sensitive Stretches and Preparation of Strip Plan.....	90
4.3.1.	Corridor - 1.....	91
4.3.2.	Corridor - 2.....	91
4.3.3.	Corridor - 3.....	91

4.3.4. Corridor - 4.....	91
4.4. Status of land acquisition.....	91
Chapter 5. Enumeration of structures & households	92
5.1. Background	92
5.2. Number of Affected Structures	94
5.3. Number of Project Affected Tenants and Employees Households	94
5.4. Vulnerable Households.....	95
5.5. Number of Affected Community Property Resources	95
Chapter 6. Socio-Economic & Cultural Profile of PAFs	97
6.1. Introduction.....	97
6.2. Demographic Characteristics Profile of Project Affected Households	97
6.3. Demographic Characteristics	97
6.3.1. Gender and Sex Ratio	98
6.3.2. Age Group.....	98
6.3.3. Marital Status	98
6.4. Socio-Economic Characteristics	99
6.4.1. Religious and Social Groups	99
6.4.2. Family Pattern and Family Size.....	100
6.4.3. Educational Attainment.....	100
6.4.4. Main occupation of surveyed PAPs.....	101
6.4.5. Household monthly income	101
6.4.6. Households Consumption pattern.....	102
6.4.7. Possession of Household Assets.....	102
6.4.8. Indebtedness of PAHs.....	103
6.4.9. Awareness about HIV/AIDS.....	103
6.5. Rehabilitation and Resettlement options	104
6.5.1. Mathikere Slum	104
Chapter 7. Potential Social Impacts & Mitigation.....	106
7.1. Approach to identify impacts.....	106
7.2. Negative Impacts	106
7.2.1. Loss of Land.....	106
7.2.2. Impacts on Vulnerable Groups	108
7.2.3. Impacts on Business and Livelihood Activities	108
7.2.4. Impact on Community Assets and Cultural Resources	108
7.2.5. Displacement.....	109
7.2.6. Impacts from loss of access to forest/agricultural areas.....	109
7.2.7. Temporary impacts because of construction disturbance.....	109
7.2.8. Impacts on mobile and semi-mobile vendors.....	109
7.3. Major Social Risks and Mitigation Measures – Social Management Plan.....	109

7.4.	Labour and Working Conditions – Mitigation and Management	112
7.5.	Occupational Health and Safety – Mitigation.....	113
7.6.	General Management of Health and Safety Related Measures.....	114
7.6.1.	Safety Related Measures.....	115
7.6.2.	Impact on Community Health and Safety	117
7.7.	Temporary construction impacts on businesses and livelihoods	117
7.7.1.	Mitigation/ Management Plans by EPC Contractor.....	118
7.7.2.	Community Tensions – Mitigation Measures	120
Chapter 8.	Engagement & Consultation Framework	123
8.1.	Background	123
8.2.	Consultation and Participation	124
8.3.	Objectives of the Consultation	124
8.4.	Tools for Consultation	124
8.5.	Approach and Methods of Consultation	125
8.6.	General Consultations and Key Informant Interviews	125
8.6.1.	Random Survey among 1000 Probable Users of BSRP.....	125
8.7.	K-RIDE Initiatives regarding Mathikere Slum	134
8.8.	Mathikere Major Findings of Public Consultation.....	135
8.8.1.	Environmental Aspects	135
8.8.2.	Social Aspects	136
8.9.	Information Disclosure and Consultation	137
8.10.	Community Participation during Project Implementation.....	138
Chapter 9.	Gender Action Plan	139
9.1.	Introduction.....	139
9.2.	Applicable Legal and Regulatory Framework and World Bank ESF	140
9.2.1.	Woman’s Right’s - Gender equality and Indian Constitution.....	140
9.2.2.	Constitutional Privileges	140
9.2.3.	Legal Provisions	141
9.2.4.	Special Initiatives for Women.....	142
9.2.5.	The acts applicable to this project	142
9.3.	Women Welfare Schemes in the Project State.....	143
9.4.	Project Impacts on Women	146
9.4.1.	Impact of Project on Female PAPs	146
9.4.2.	Impact of Project on Other Female (Non – PAPs)	147
9.4.3.	Women Headed Households	147
9.5.	Women Involvement in the Project.....	147
9.5.1.	Gender Sensitive Consultations.....	148
9.6.	Institutional Mechanisms to Implement the GAP and to Address the GBV	153
9.6.1.	Involvement of Women in Construction Activities	153
9.6.2.	Specific Provision for Women in the Construction Camp and Workplaces	154
9.6.3.	Complaints related to Workplace SEA/SH	155

9.7. Monitoring and Evaluation	155
9.8. Cost Estimate for Gender Action Plan.....	156
Chapter 10. Stakeholder Engagement Plan	160
10.1. Stakeholder Engagement Plan.....	160
10.2. Applicable Legal and Regulatory Framework and World Bank ESF	160
10.3. Stakeholder Identification and Analysis for Proposed SEP.....	162
10.4. Preliminary Stakeholder Consultation	163
10.5. Purpose and Timing of Proposed Stakeholder Engagement Program.....	163
10.6. Mathikere slum consultations and relocation site options	170
10.6.1. Relocation site and replacement housing standards.....	170
10.7. Information Disclosure	170
10.8. Proposed Strategy to Incorporate the Views of Vulnerable.....	170
10.9. Strategy to Conduct Stakeholder Engagement in Pandemic Context	171
10.10. Responsibilities for Implementing Stakeholder Engagement Activities	171
Chapter 11. Legal Frameworks	173
11.1. Background	173
11.2. Applicable Laws and Policies	173
11.2.1. RFCTLARR Act, 2013	173
11.2.2. Karnataka Industrial Areas Development Act 1966 (KIADA)	177
11.2.3. Other Applicable Laws	179
11.2.4. EIB's Environmental and Social Requirements	179
11.2.5. KfW Environmental and Social Requirement.....	179
11.3. Comparison of RFCTLARR Act 2013 and Lenders Social Framework.....	180
11.4. Resettlement Principles.....	188
11.5. Eligibility	189
11.5.1. Cut-off Date and Avoiding Forced Evictions.....	189
11.5.2. Defining Eligibility.....	189
11.5.3. Residential and Commercial Owners (including licensed mobile vendors) and Formal Tenants (Title holders)	190
11.5.4. Slum Dwellers in Notified Slums (non-titleholders)	190
11.5.5. Residential and Commercial Squatters (Non-Titleholders)	193
11.5.6. Non-Licensed Mobile Street Vendors.....	193
11.5.7. Employees of affected businesses	194
11.5.8. Community Property Resources	194
11.5.9. Vulnerable Households	194
11.5.10. Temporary Construction Impacts	195
11.6. Entitlements	195
11.6.1. Calculation of Compensation	195
11.6.2. Entitlement Matrix.....	195
11.6.3. Overview of Entitlements (National Requirements).....	196
11.6.4. Consolidated Entitlement Matrix.....	201

Chapter 12. Institutional Framework.....	213
12.1. Background	213
12.2. Implementing Agency (IA).....	213
12.3. Land Acquisition Unit	213
12.4. Social Management Unit Social Management Unit	214
12.5. Rehabilitation and Resettlement Award	216
12.6. RAPPIC (During Implementation and Post Resettlement Phase).....	217
12.7. Grievance Redressal Committee (GRC).....	217
12.8. Grievance Redressal Mechanism	217
12.8.1. Need for a Grievance Redressal Mechanism.....	218
12.8.2. Grievance Redressal Mechanism in the BSRP Project	218
12.8.3. Registration of Grievances	219
12.8.4. Process Flow of Grievance Redressal Mechanism	220
12.8.5. Functions of GRC.....	220
12.8.6. GRM during Covid-19 & Omicron Pandemic Situation.....	221
12.9. Community Participation During Project Implementation	221
12.10. Capacity Building	222
Chapter 13. Compensation & Resettlement Costs.....	223
13.1. Background	223
13.2. Budgeting and Financial Plan	223
13.3. Compensation for Loss of Land and Structure	223
13.4. Resettlement & Rehabilitation (R&R) Cost	223
13.5. Preparation of RAPs, R&R Implementation and M&E Costs	223
13.6. Land and Structures Compensation.....	224
13.7. R&R Benefit Costs	224
13.8. Source of Funding and Fund Flow	224
13.9. Cost For Resettlement & Rehabilitation.....	224
Chapter 14. Development & Implementation Schedule.....	226
14.1. Background	226
14.2. Corridor wise RAPs Development	226
14.3. RAP Implementation Process	227
14.4. Timing of Resettlement	227
14.5. Implementation Schedule.....	227
14.6. Project Preparatory Stage (Pre-Implementation Stage).....	228
14.7. RAP Implementation Stage.....	228
14.8. RAP Development and Implementation Schedule	228
Chapter 15. Monitoring & Evaluation.....	230
15.1. Introduction.....	230
15.2. Internal Monitoring	230
15.3. Independent Evaluation	231
15.4. Reporting Requirements	233

List of Tables

Table 1.	Salient Features of Corridors.....	6
Table 2.	Corridor Wise Land Requirement including Private Land Acquisition.	14
Table 3.	Number of Affected Structures.....	16
Table 4.	Project Affected Households	16
Table 5.	Census and Socio-Economic Pending Location (Corridors 1, 3 and 4).....	18
Table 6.	Corridor-Wise Affected CPRs.....	20
Table 7.	Corridor Wise Impacts	22
Table 8.	Corridor Wise Affected Vulnerable Households.....	24
Table 9.	Social Risks and Mitigation Measures Adopted in the Project	24
Table 10.	Summary of Consultations Held with the Key Informants and PAHs.....	30
Table 11.	Summary of Gender Sensitive Consultations	38
Table 12.	BSRP Gender Action Plan (GAP).....	41
Table 13.	BSRP Stakeholder Engagement Plan (SEP).....	44
Table 14.	Resettlement & Rehabilitation Budget.....	55
Table 15.	Foreseen Implementation Schedule.....	56
Table 16.	Salient Features of Corridors	70
Table 17.	Land Requirements for Depots, Running Sections and Stations	73
Table 18.	Preliminary Project Affected Households	73
Table 19.	Number of Affected Structures	74
Table 20.	Census and Socio-Economic Pending Location (Corridors 1, 3 and 4).	75
Table 21.	Corridor Wise Affected CPRs.....	77
Table 22.	Corridor 2 Private Land Acquisition.	87
Table 23.	Impact Details of the Private Landowners of Corridor -2.	88
Table 24.	Corridor Wise Land Requirement including Private Land Acquisition.	89
Table 25.	Corridor Wise Impacts.....	92
Table 26.	Number of Affected Structures	94
Table 27.	Extent of Impact of Affected Structures	94
Table 28.	Corridor Wise Number of Affected Tenants and Employees Households.....	95
Table 29.	Corridor Wise Affected Vulnerable Households	95
Table 30.	Corridor Wise Affected CPRs.....	96
Table 31.	Demographic Characteristics of PAPs.	98
Table 32.	Corridor wise Social Characteristics of PAHs.....	99
Table 33.	Corridor and Sex wise level of education.....	100
Table 34.	Corridor Wise Economic Characteristics of PAPs and PAHs.	101
Table 35.	Corridor wise consumption Pattern of PAPs.	102
Table 36.	Corridor Wise Possession of Assets of PAHs.....	102
Table 37.	Corridor Wise Loan and Indebtedness of PAHs	103
Table 38.	Corridor Wise Awareness About HIV/AIDS	104
Table 39.	Overall Social Impacts of the Project.....	107
Table 40.	Social Risks and Mitigation Measures Adopted in the Project.....	110
Table 41.	Summary of Consultations.....	127
Table 42.	Acts Applicable to GAP	142
Table 43.	Women Welfare Schemes in the Project State.....	144
Table 44.	Summary of Gender Sensitive Consultations	149
Table 45.	BSRP Gender Action Plan (GAP).....	157
Table 46.	Stakeholders Group with Interest in BSRP.....	162

Bangalore Suburban Railway Project
SIA & RAP Report

Table 47.	Stakeholder Engagement Strategies	163
Table 48.	BSRP Stakeholder Engagement Methods.....	164
Table 49.	BSRP Stakeholder Engagement Program.....	167
Table 50.	Responsibilities for Implementing Stakeholder Engagement Activities	171
Table 51.	A brief on the stages of RFCTLARR Act, 2013	174
Table 52.	Comparison of RFCTLARR Act 2013 and EIB S-6 and KfW ESS-5 on IR ..	181
Table 53.	Entitlement Matrix	196
Table 54.	Consolidated Entitlement Matrix & LR Measures.....	203
Table 55.	Resettlement & Rehabilitation Budget	224
Table 56.	Foreseen Implementation Schedule.....	228
Table 57.	Indicators For Monitoring of RAP Progress	231
Table 58.	Indicators For Project Outcome Evaluation.....	232

List of Figures

Figure 1: System Map of the Bengaluru Suburban Railway Project Corridors	5
Figure 2: System Map of Corridor - 1	9
Figure 3: System Map of Corridor - 2	10
Figure 4: System Map of Corridor - 3	11
Figure 5: System Map of Corridor - 4	12
Figure 6: Corridors - Land Acquisition Free stretches & Land Acquisition stretches	15
Figure 7: Organisation Setup of KIADB Land Acquisition Unit.....	51
Figure 8: Flow Chart of the Resettlement Process	52
Figure 9: Grievance Redress Process	54
Figure 10: System Map of the Bengaluru Suburban Railway Project Corridors	65
Figure 11: System Map of Corridor - 1	66
Figure 12: System map of Corridor - 2.....	67
Figure 13: System map of Corridor - 3.....	68
Figure 14: System Map of Corridor - 4	69
Figure 15: Corridors - Land Acquisition Free stretches & Land Acquisition Stretches	72
Figure 16: Locations where Census/ Socio – Economic Survey is Pending	76
Figure 17: Corridors - Land Acquisition Free Stretches & Land Acquisition Stretches.....	89
Figure 18: Summary of the Comprehensive Survey Findings in all Corridors.....	91
Figure 19: Organisation Setup of Land Acquisition Unit.....	214
Figure 20: Organization Setup of Social Management Unit.....	215
Figure 21: Flow Chart of the Resettlement Process	216
Figure 22: Grievance Redress Process	219

Acronyms

BBMP	Bruhat Bengaluru Mahanagara Palike
BDA	Bengaluru Development Authority
BEL	Bharat Electronics Limited
BEML	Bharat Earth Movers Limited
BHEL	Bharat Heavy Electrical Limited
BMRCL	Bengaluru Metro Rail Corporation
BMTC	Bengaluru Metropolitan Transport Corporation
BSES	Baseline Socio-Economic Surveys
BSRP	Bengaluru Suburban Railway Project
CAGR	Compound Annual Growth Rate
CBOs	Community Based Organizations
CCTV	Closed Circuit Television
CMIE	Centre for Monitoring Indian Economy
COI	Corridor of Impact
CPRs	Common Property Resources
CPCB	Central Pollution Control Board
DID	Development Induced Displacement
DP	Displaced Persons
DPR	Detailed Project Report
DWCD	Department of Women and Child Development
EIB	European Investment Bank
EM	Entitlement Matrix
EROW	Existing Right of Way
ESF	Environmental and Social Framework
ESS	Environment and Social Standard
EWCDT	Elderly, Women, Children Differently abled & Transgenders
FGDs	Focus Group Discussions
GAP	Gender Action Plan
GBV	Gender Based Violence
GC	General Consultant
GRC	Grievance Redressal Committee
GSDP	Gross State Domestic Product
HAL	Hindustan Aeronautics Limited
HH	Head of the Household
HMT	Hindustan Machine Tools
HDI	Human Development Index
IA	Implementing Agency
iDeCK	Infrastructure Development Corporation (Karnataka) Limited
IEA	Independent Evaluation Agency
IPC	Indian Penal Code
IR	Income Restoration
IT	Information Technology
JMC	Joint Measurement Certificate
KfW	Kreditanstalt für Wiederaufbau
KIADA	Karnataka Industrial Areas Development Act
KIADB	Karnataka Industrial Areas Development Board
Km	Kilometer

**Bangalore Suburban Railway Project
SIA & RAP Report**

KSPCB	Karnataka State Pollution Control Board
K RIDE	Rail Infrastructure Company (Karnataka) Limited
KSAPS	Karnataka State AIDS Prevention Society
KSDB	Karnataka Slum Development Board
KSR	Krantiveera Sangolli Rayanna
KSRTC	Karnataka State Road Transport Corporation
LA	Land Acquisition
MoEFCC	Ministry of Environment, Forest and Climate Change
NACO	National AIDS Control Organisation
NCRB	National Crime Records Bureau
NGO	Non-Governmental Organisation
NTH	Non - title holder
PAP	Project Affected Person
PAH	Project Affected Households
PAF	Project Affected Families
PIA	Project Influence Area
PIC	Public Information Centre
PIU	Project Implementation Unit
PSU	Public Sector Undertaking
RAP	Resettlement Action Plan
RAPPIC	Resettlement Action Plan Preparation and Implementation Consultant
RFCTLARR	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement
RP&GAPIC	Resettlement Plan and Gender Action Plan Implementation Consultant
RPF	Resettlement Policy Framework
R&R	Resettlement and Rehabilitation
SC	Scheduled Caste
SEP	Stakeholder Engagement Plan
SEZ	Special Economic Zone
SIA	Social Impact Assessment
SIMP	Social Impact Management Plan
Sq Km	Square Kilometer
SMU	Social Management Unit
SLAO	Special Land Acquisition Officer
ST	Scheduled Tribe
STD	Sexually Transmitted Diseases
SWR	South Western Railway
TH	Title holder
TOR	Terms of Reference
TTMC	Traffic Transit Management Centre
WB	World Bank

Definitions

In this Social Impact Assessment and preliminary Resettlement Policy Framework, unless the context otherwise requires,

Affected Families (AF): Any family (titleholders and non-titleholders) living, cultivating land or carrying on business, trade or any other occupation within the Corridor of Impact (CoI) who are impacted by the project is an Affected Family. All the members of an AF in the project will be treated as APs.

Affected Person (AP): Any individual or part of the AFs living, cultivating land or carrying on business, trade or any other occupation within the Corridor of Impact (CoI) who are impacted by the project is an Affected Person (AP).

Agricultural Land: land used for the purpose of: (i) agriculture or horticulture; (ii) dairy farming, poultry farming, pisciculture, sericulture, seed farming; (iii) breeding of livestock or nursery growing medicinal herbs; and (iv) raising of crops, trees, grass or garden produce.

Compensation: Compensation refers to restitution made to property under the 'Karnataka Industrial Areas Development Act 1966 (KIADA)' in accordance with section 28, 29 and 30 of the Act, EIB E&S Standard 6 and World Bank EES5

Cut-off Date: For title holders, the date of notification of intended acquisition under Section 28 section 1 of the KIADA will be treated as the cut-off date, and for non-titleholders the start date of project census survey for that particular project will be the cut-off date.

Displaced Families (DF): Any family (titleholders and non-titleholders), living cultivating land or carrying on business, trade or any other occupation within the Corridor of Impact (CoI) who are impacted by the project and is either physically or economically displaced, such affected families are Displaced Families. All the members of a DF in the project will be treated as Displaced Persons (DPs).

Encroacher: Any person illegally occupying public property by extending their land boundary or a portion of their building onto the RoW is an encroacher.

Entitled Person (EP): Entitled Person includes all APs who qualify for, or are entitled to, compensation / assistance since being impacted by the project. The basis for identification of Entitled Persons (EP) in the project will be the cut-off date.

Kiosk: Any person occupying small structures (less than 3-meter plinth area) entirely within the RoW (with no legal rights to occupy that parcel of land) for only business purposes, is a Kiosk.

Minor Impact: An AP suffering minor impact is one who is affected to a lesser degree than the severe impacts defined above. Compensation for minor impacts will be limited to one-time payment of cash or giving advance notice.

Persons Losing their Livelihood: Persons losing their livelihood are individual members of the AFs, who are at least 18 years of age and are impacted by loss of primary occupation or source of income.

Replacement Cost: The amount required for an affected person to replace the lost asset through purchase in the open market.

Significant Impact: The APs suffering the following impacts are categorized as Severe Impacted APs: (i) loss of place of dwelling, (ii) loss of place of business; and (iii) loss of livelihood.

Slum Dweller: Any person living entirely within the notified slum area.

Squatter: Any person occupying structures entirely within the RoW in non-notified slums (with no legal rights to occupy that parcel of land) for residential and/or business purposes, is a squatter.

Temporary Building: Temporary building means a temporary type of structure, which includes buildings with roofs constructed of thatch, galvanized iron or asbestos. '

Tenant: Any person by whom or on whose account rent is payable for any property.

Titleholder: Affected persons/families/ households with legal title to the land, structures and other assets adversely affected by the project. Non-Titleholders: Affected persons/families/ households with no legal title to the land, structures and other assets adversely affected by the project. Non-titleholders include encroachers, squatters, etc.;

Vulnerable Group (VG): Vulnerable Group includes but is not limited to the following categories:

(i) APs falling under 'Below Poverty Line' (BPL) category, as identified by the Planning Commission of India's State specific rural poverty line and updated to current period using CPIRL; (ii) landless people; (iii) persons who belong to Scheduled Castes (SC) and Scheduled Tribes (ST); (iv) Women Headed Families; (v) Children and elderly people, including orphans and destitute; and (vi) Physically and mentally challenged / disabled people.

Women Headed Household (WHH): A Household that is headed by a woman and does not have an adult male earning member is a Woman Headed Household. This woman may be a widowed, separated or deserted person.

Chapter 1. Executive Summary

1.1. Project Background

Bangalore, officially known as Bengaluru, is the capital and the largest city of the Indian state of Karnataka with significant population growth in the past few years: The current metro area population of Bangalore in 2022 is 13,193,000, a 3.35% increase from 2021. The metro area population of Bangalore in 2021 was 12,765,000, a 3.55% increase from 2020. The metro area population of Bangalore in 2020 was 12,327,000, a 3.74% increase from 2019. Bangalore is the third most populous city and fifth most populous urban agglomeration in India. Located in southern India on the Deccan Plateau, at a height of about 3,113 feet (948.48 meters) above sea level, Bangalore is known for its pleasant climate throughout the year. Its elevation is the highest among the major cities of India.

Bangalore is widely regarded as the "Silicon Valley of India" (or "IT capital of India") because of its role as the nation's leading information technology (IT) exporter. Indian technological organizations are headquartered in the city. A demographically diverse city, Bangalore is the second fastest-growing major metropolis in India. Recent estimates of the metro economy of its urban area have ranked Bangalore either the fourth- or fifth-most productive metro area of India. It is home to many educational and research institutions. Numerous state-owned aerospace and defence organizations are located in the city. The city also houses the Kannada film industry and is a hub of sporting events. It was ranked the most liveable Indian city with a population of over a million under the Ease of Living Index 2020.

Transport in Bangalore consists of several intracity commute modes such as Bengaluru Metropolitan Transport Corporation (BMTC) buses, Namma Metro rail services, taxis and auto rickshaws. At the end of the 2018–19 financial year, Bangalore had more than 80 lakh (i.e. 8 million) vehicles registered in the city, the most in India after Delhi¹. Over 55 lakh two-wheelers (motorcycles) and 15 lakh cars together make up for close to 85 percent of the vehicles². In 2018, Bangalore was reported to have the second highest number of two-wheelers in the country³. Bangalore's car density (number of cars for every kilometer of road), however, was found to be 149 – much lower than other major Indian cities⁴. App based rental motorcycles, bicycles and cars are also available for commuting.

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 during the last two decades. In the absence of adequate public transport system, people are using personalized modes, which is 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.

Hence, to overcome the above issue, Rail Infrastructure Development Company (Karnataka) Limited (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, is entrusted with the responsibility of execution of Bengaluru Suburban Railway Project (BSRP), a new Suburban Railway Project envisaging construction of 4 dedicated rail corridors in a period of 6 years. It will link Bengaluru to its satellite townships,

¹ *The Hindu*. 1 April 2019. Retrieved 15 October 2019.

² *Deccan Herald*. Retrieved 15 October 2019.

³ *The Times of India*. Retrieved 17 October 2019.

⁴ *Business Today*. 25 March 2019. Retrieved 17 October 2019.

suburban, surrounding areas and provide a mass rail based rapid transit system. Anticipated ridership is 1.4 million passengers per day.

1.2. Scope of the SIA Study

SIA and preliminary RPF have been prepared in accordance with the guidelines of the Government of India, Government of Karnataka European Investment Bank (EIB) Standard 6 – Involuntary Resettlement and KfW adopted World Bank (WB) Environmental and Social Standard (ESS) 5 “Land Acquisition, Restrictions on Land Use and Involuntary Resettlement”. SIA is carried out by conducting primary and secondary surveys and site visits in order to know the overall social, economic, cultural and religious aspects of the project, in order to conduct area specific social assessment to support development of a locally relevant approach to resettlement, which provides benefits to people in the project area. The socio-economic survey is conducted for all affected households located within area under right of way (RoW) of line, stations and depot/facilities of the project.

The social assessment includes gender and poverty issues and local aspects. The term “local aspects” includes land acquisition, livelihood restoration plan etc., and therefore determine the PAHs and the scope and magnitude of resettlement land and land acquisition/project effects, and list likely losses of households, lands, business and income opportunities as well as affected community assets and public buildings, etc. This will also include various legal compliances such as safety concerns, child labour, compliance of labour laws in India, women in construction activities, basic wages for skilled/unskilled workers, wage equality, childcare facilities of workers around the sites, etc. The SIA preparation ensures participation of people in the planning phase, various sections of PAPs and other stakeholders to be consulted through workshops, focus group discussions and individual interviews. The Resettlement Action Plans (RAP), one for each corridor, will be prepared using participatory approach for the project to mitigate, compensate, resettle and rehabilitate the adverse social impacts caused by the proposed project. The SIA and Preliminary RPF includes project description, summary of census survey and socio-economic survey, legal framework, entitlement matrix, institutional framework, grievance mechanisms, implementation schedule, R&R cost estimate and monitoring and evaluation mechanisms. The RPF provides a preliminary overview of compensation and entitlements broadly aligned with the requirements of international standards. The RPF will be revised and updated as required during RAP development phase based on detailed information on impacts and livelihood restoration needs of the affected population.

1.3. Project Area

The Project is located in Bangalore urban and Bangalore rural districts of Karnataka State. The villages falling within 5 Km radius of the project corridors (based on the connectivity to the upcoming stations) are considered as project influence villages. Around 186 villages are in 5 Km radius of the project corridors.

1.4. Salient Features of the Project

The Project consists of 4 Corridors of total 149 kms length and includes 69 Stations (including 5 stations in Quadrupling Projects of Corridor – 3 and 2 stations in Airport Link) and 2 Depots (Devanahalli Depot on northern end of C1 and Soladevanahalli Depot on western end of C2). The corridors are mainly in parallel with the Indian Railway lines and on various levels (at grade, elevated) and connect with the major long distance railway stations. Interchange Stations between corridors are Yeshwanthpur (C1/C2), Bennigenahalli (C2/C4), Yelahanka (C1/C4), KSR Bengaluru City (C1/C3).

Except for Corridor 2 (the first to be constructed, works commenced in Q4/2023), the detailed alignment of the corridors is still under development. The minimum width of the corridor for the double

track is 16.5 meters, however it will vary depending on the alignment gradient (at-grade/ elevated and cutting/ filling) and curvature.

Once designs are finalised and the exact permanent and temporary footprints have been delineated, the census and socioeconomic surveys undertaken for the Project to date will be updated and the RAP for each corridor will be prepared in accordance with the procedures of the SIA and the RPF which is based on the Compensation and Resettlement Package for Bangalore Suburban Railway Project, which serves as a framework for compensation, resettlement and rehabilitation of project-affected people. Corridor-wise RAPs must be completed, and entitlements delivered to PAPs before land owned / occupied by PAPs is handed over to contractors.

1.4.1. Corridor – 1: KSR Bengaluru City to Devanahalli

Total length of Corridor 1 is 41.43 kms out of which the elevated section is 18.98 km and at-grade is 22.45 kms. Stations on Corridor-1 are 15 out of which 8 stations are elevated including one future station and 7 Stations are at-grade. Presently, the alignment is under finalization . Once the Engineering Procurement Construction (EPC) Contractor checks the feasibility of the alignment, the designs will be finalized and approved. Preliminary census and socio-economic surveys were conducted for this corridor in the month of November 2022. Once the designs are approved the surveys will be updated and the RAP will be developed in accordance with the procedures given in the SIA and Preliminary RPF.

Corridor 1A: Airport line: The turnout from C1 to the airport has a total length is 5.95 Km out of which 3.55 Km is elevated 2.4Km is at grade. There are two stations in the airport line.

1.4.2. Corridor – 2: Baiyappanahalli Terminal to Chikkabanavara

Total length of Corridor 2 is 28.72 km out of which elevated section is 9.25 km and at-grade is 19.47 km. stations on Corridor-2 are 15, out of which 10 stations are at-grade including 3 elevated and 2 future stations. For this corridor the alignment is finalized. The designs are being submitted by the EPC Contractor section wise and are nearing finalization and approval. Once the designs are approved the preliminary census and socio-economic surveys will be updated and RAP for C2 will be developed in accordance with the procedures given in the SIA and Preliminary RPF.

1.4.3. Corridor – 3: Kengeri to Whitefield

Total length of Corridor is 35.52 km which is between Kengeri to Bengaluru Cantonment, and Cantonment to Whitefield. The present study considered the section between Kengeri and Bangalore Cantonment The length of this section between Kengeri and Bengaluru Cantt. is 18.47 km. A stretch of 17.05 km between Bengaluru Cantonment and Whitefield is being taken up by the South Western Railway (SWR) for quadrupling⁵. Once this is completed and becomes operational, two lines of the same shall be utilized for the Suburban services. Stations on C-3 are 14 out of which 3 stations are

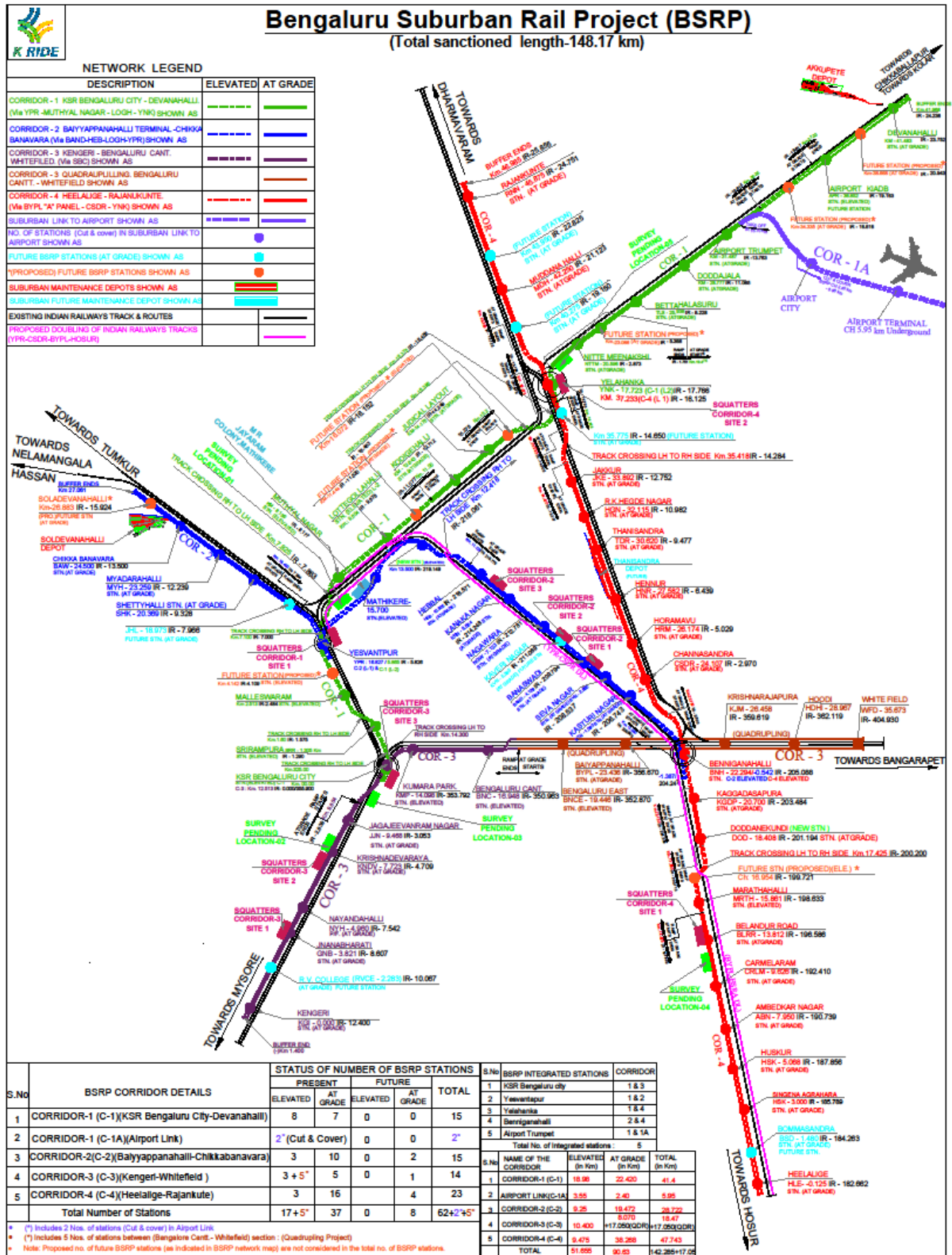
⁵ This quadrupling work is already under execution by the Indian Railways/ South-Western branch). Upon its completion two lines out of the four (one per direction) shall be also utilised for the suburban railway services. The specific scheme was approved before (and independently from) the Bangalore Sub-urban Railway Project and is expected to be completed before project-related works on Corridor-3 commence. The construction of Quadrupling is not a part of K-RIDE Capex. Quadrupling is not included in K-RIDE's SIA-RPF and RAP, because it is a project planned, sanctioned, constructed, owned and managed by another entity South Western Railway. Details collected from SWR indicates that there would be no dismantling of private buildings and no person is required to be resettled. Only about 1320 Sq,m of ITI (Government vacant land) is required for construction of quadrupling.

elevated and 10 stations are at-grade including one future station and 5 stations are in quadrupling section. The detailed alignment for this corridor is yet to be finalized. Preliminary census and socio-economic surveys were conducted for this corridor in the month of November 2022. Once the designs are approved the surveys will be updated and the RAP for C3 will be developed in accordance with the procedures given in the SIA and Preliminary RPF.

1.4.4. Corridor – 4: Heelalige to Rajanukunte

Total length of Corridor 4 is 47.74 km out of which elevated section is 9.48 km, at-grade is 38.27 km. Stations on C-4 are 23 out of which 3 stations are elevated and 16 stations are at-grade, including four future stations. The alignment is finalized for this corridor. The designs are yet to be finalized. Preliminary census and socio-economic surveys were conducted in the month of November 2022 for this corridor. Once the designs are approved the surveys will be updated and the RAP will be developed in accordance with the procedures given in the SIA and the CR Policy.

The following are the four corridors. The system maps of each of the Bengaluru Suburban Railway Project Corridors are given below.



(Mathikere Slum location shown on Corridor 2 between Stations Mathikere and Yeshwantpur)
Figure 1: System Map of the Bengaluru Suburban Railway Project Corridors

Salient features of the alignment and project corridors are summarized in below table:

**Bangalore Suburban Railway Project
SIA & RAP Report**

Table 1. Salient Features of Corridors

S. No.	Item Description	Corridor 1		Corridor 2	Corridor 3		Corridor 4	
		KSR Bengaluru City to Devanahalli	Airport Line	Baiyappanahalli Terminal to Chikkabanavara	Kengeri to Cantonment	Cantonment to Whitefield	Heelalige to Rajanukunte	
1	Length of corridor (Km)	41.43	5.95	28.72	18.47	17.05	47.74	
2	Length of elevated section (Km)	18.98	3.55	9.25	10.40	0.00	9.48	
3	Length of At-Grade section (Km)	22.42	2.40	19.47	8.07	17.05	38.27	
4	Number of stations	15	2	15	9	5	23	
5	No. of Elevated stations	8	2 (cut & cover)	3	3	0	3	
6	No. of At-Grade stations	7		10	5	5	16	
7	No. of Future Stations	0		2	1	0	4	
8	No. of Interchange stations	3		Airport line	2	1	Quadru-pling section (17.05 km)	1
9	No. of Existing ROB on the corridor	10	6		3	6		
10	No. of Existing FOB on the corridor	6	3		5	0		
11	No. of Existing LCs on the corridor	10	11		3	11		
12	No. of Level Crossings converted to RUB/ROB	1	2		1	2		
13	No. of Existing LCs to be eliminated in At- Grade locations	6	7		1	11		
14	No. of LCs where Suburban track is elevated	3	3		1	1		
15	Private Land required (Vacant / Built-up), Ha	4.90	2.07		8.39	16.31		
16	Private land required for Depots (Devanahalli and Soladevenahalli), area in Ha							25.21

S. No.	Item Description	Corridor 1	Corridor 2	Corridor 3	Corridor 4
17	Temporary Land Requirements	The EPC contractor will identify temporary land requirements for workers camps, stores, yards, etc. and enter into rental/ lease agreements with landowners. These lease agreements will be submitted to the promotor. Presently, the designs are under process, once these are approved, temporary land requirement for working space will be assessed, impacts due to such temporary land requirement will be included in the respective RAPs.			

(FOB: Foot over bridge; RUB / ROB: Road under bridge / road over bridge; LC: Level Crossing)

Source: Feasibility Report prepared by RITES Consultant for BSRP Project in 2019 & Design updation as of 25.11.2023.

1.5. People’s Perception on the Benefits of the Project

The proposed suburban rail project shall have tangible and non-tangible benefits. The project shall contribute to reduce in road traffic and road stress, fuel consumption, GHG emissions, air pollution, travel time, vehicle operating cost, accidents and road maintenance. The proposed BSRP shall increase mobility, better accessibility to facilitate the influence area, increase economic stimulation in the micro region of infrastructure, increase business opportunities, improve aesthetics and image of the city. Overall, the BSRP shall change the transportation face of Bangalore city. Various positive comments and expectations received from the community during preliminary socio-economic survey and random survey conducted among the probable users of the BSRP and consultations were conducted with the cross section of the society is summarized below: ⁶

- The project will provide better connectivity between the suburban areas of Bengaluru with the city centers of Bengaluru, which will control the concentration of settlements in the city centers.
- Lower income families can stay in affordable houses in suburban areas of Bengaluru and commute to the city for their source of livelihood at affordable travel cost, which will have control on developing new slum settlements also.
- Travel time reduces as suburban railway project caters the people from the outskirts of the city without traffic block. People believe that suburban railway project will enhance the aesthetic looks of the city, as the migration to city centers would be reduced.
- The proposed suburban railway project would be an efficient and effective transport facility for the people settled in the outskirts of the city for their day-to-day travel. It will also reduce air pollution, save fuel and road accidents.
- The proposed suburban railway project will lead to diverse ways of livelihood opportunities for people and also savings on their expenditure on day-to-day travel. People told that, due to the high expense on the travel cost and time delay they are compelled to stay in city in unhygienic atmosphere. Once the BSRP is operational they can move to the outskirts and travel for their work.
- The BSRP would be a reliable mode of transport with high safety to the vulnerable sections of the society, hence the mobility of women would be increased. Women in Indian scenario need to travel along with aged parents (medical purpose) or with minor children, travelling in public bus will always be difficult for them. They feel that the BSRP will be a more comfortable travel mode for them.
- The suburban railway project will provide more livelihood opportunities for small and marginal farmers, those who cultivating vegetables, fruits and flowers in the outskirts of the city,

⁶ During these preliminary surveys and consultations some persons did not fully cooperate and some persons did not participate in the survey/ consultations process. The key reason for this is the non-disclosure of Compensation and Resettlement and Rehabilitation Entitlements related information, as it was not ready and approved by then.

as suburban railway project will provide good access to these people to the market for their produces.

- Few households based small agriculturalists and poultry farmers shared their opinion that, the BSRP may give better opportunities for them as Bangalore city is the good market for them.
- The women face a lot of difficulties while travelling by public buses. However, they feel that Suburban railway would be a safe mode of transport for them. The women demanded for separate coach reserved for them in the train, at least in peak hours and guarded coach in late evenings and early mornings.
- The business (mainly the developers) groups found to be very enthusiastic because they feel that the proposed project will bring a lot of business opportunities for them.
- An above average bus services and a partly functioning metro have not been able to reduce traffic snarls. Hence a mass transit system like sub urban railway is necessary for Bangalore.
- The bus and metro services simply cannot move a city of over one crore people. Hence a mass transit system like sub urban railway is necessary for Bangalore.

1.6. Identification of Social Sensitive Stretches

The social impact assessment included a preliminary field survey and identified the social sensitive locations such as slums (notified and non-notified), where social sensitivity (displacement) could be high and other social sensitive structures such as Common Property Resources. The findings of the preliminary field survey are summarized below. The maps of the four corridors are also given below:

Corridor – 1: KSR Bengaluru City to Devanahalli: The comprehensive walk-through survey conducted shows that around 54.44% of the length is vacant land owned by Indian Railways (free from social issues), 42.63% is vacant private land. 1.75% length is residential area, 0.70% is commercial centers. Around 0.22% is common property resources (CPR) land include, temple, tree shrine, mosque, church, burial ground etc.

Corridor – 2: Baiyyappanahalli Terminal to Chikkabanavara: The comprehensive walk-through survey shows that around 63.61% of the length is vacant railway land (free from social issues), 14.68% is vacant private land, 6.87% of the length is in the possession of defence agencies, 14.68% length is residential area, 4.78% is commercial centers. The common property resources (CPR) include, temple, tree shrine, mosque, church, burial ground etc. The Mathikere Slum settlement identified for around 3.75% length of the total length(. The location of this slum is shown in Figure 1).

Corridor – 3: Kengeri to Cantonment⁷: The comprehensive walk-through survey conducted shows that around 61.45% of the length is vacant railway land (free from social issues), 14.65% is vacant private land 16.54% length is residential area, 0.76% is commercial centers. The CPR includes, temple, tree shrine, mosque, church, burial ground etc.

Corridor – 4: Heelalige to Rajanukunte: The comprehensive walk-through survey conducted shows that around 70.26% of the length is vacant land (free from social issues), 6.01% is vacant private land, 16.35% length is residential area, 2.96% is commercial centers. The CPR includes, temple, tree shrine, mosque, church, burial ground etc. Land Requirements for Depots, Running Sections and Stations.

The detailed maps of all the four corridors are given below:

⁷ Cantonment to Whitefield is done under Quadrupling, which was approved before (and independently from) the Bangalore Sub-urban Railway Project and is expected to be completed before project-related works on Corridor-3 commence.

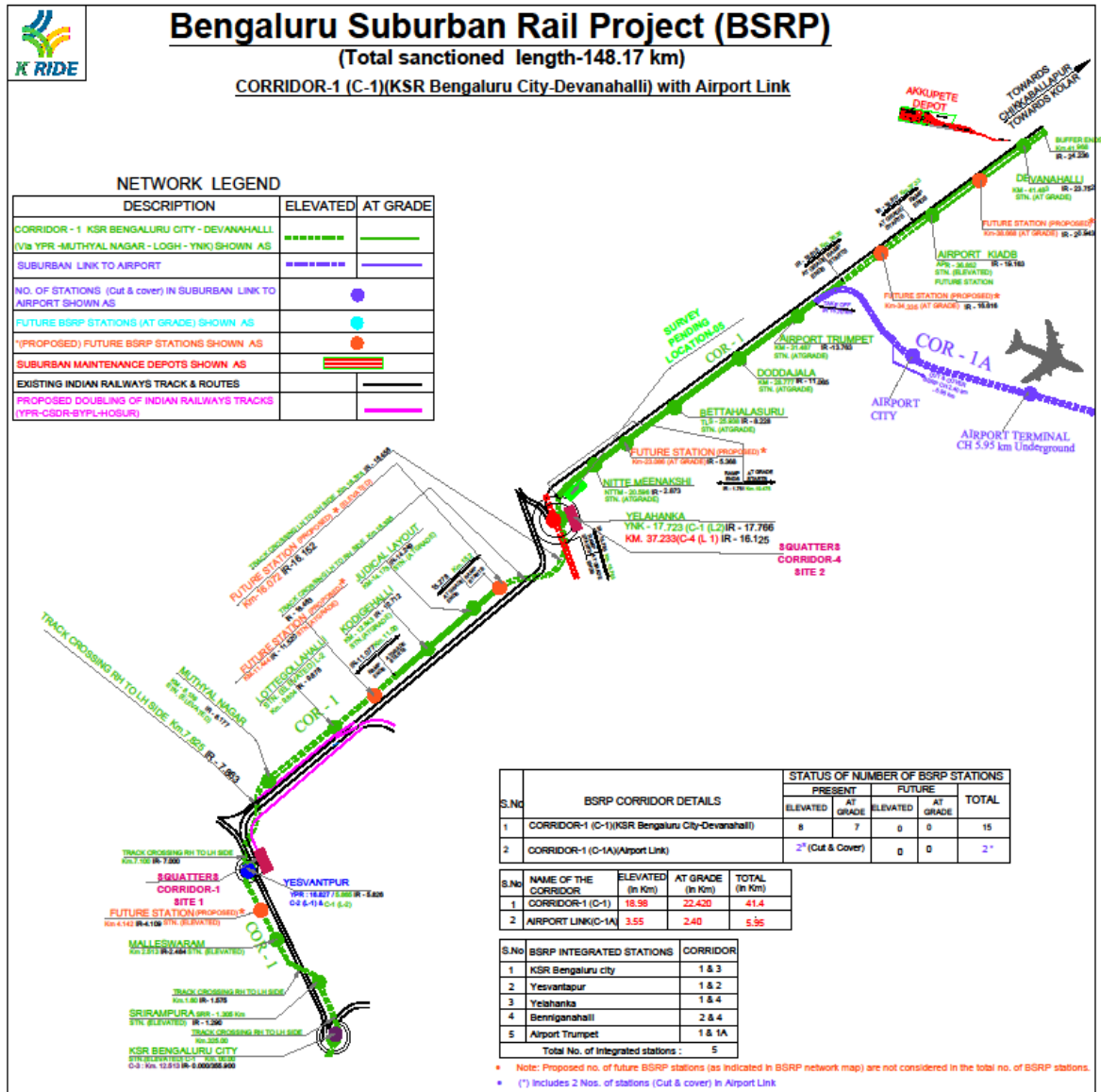


Figure 2: System Map of Corridor - 1

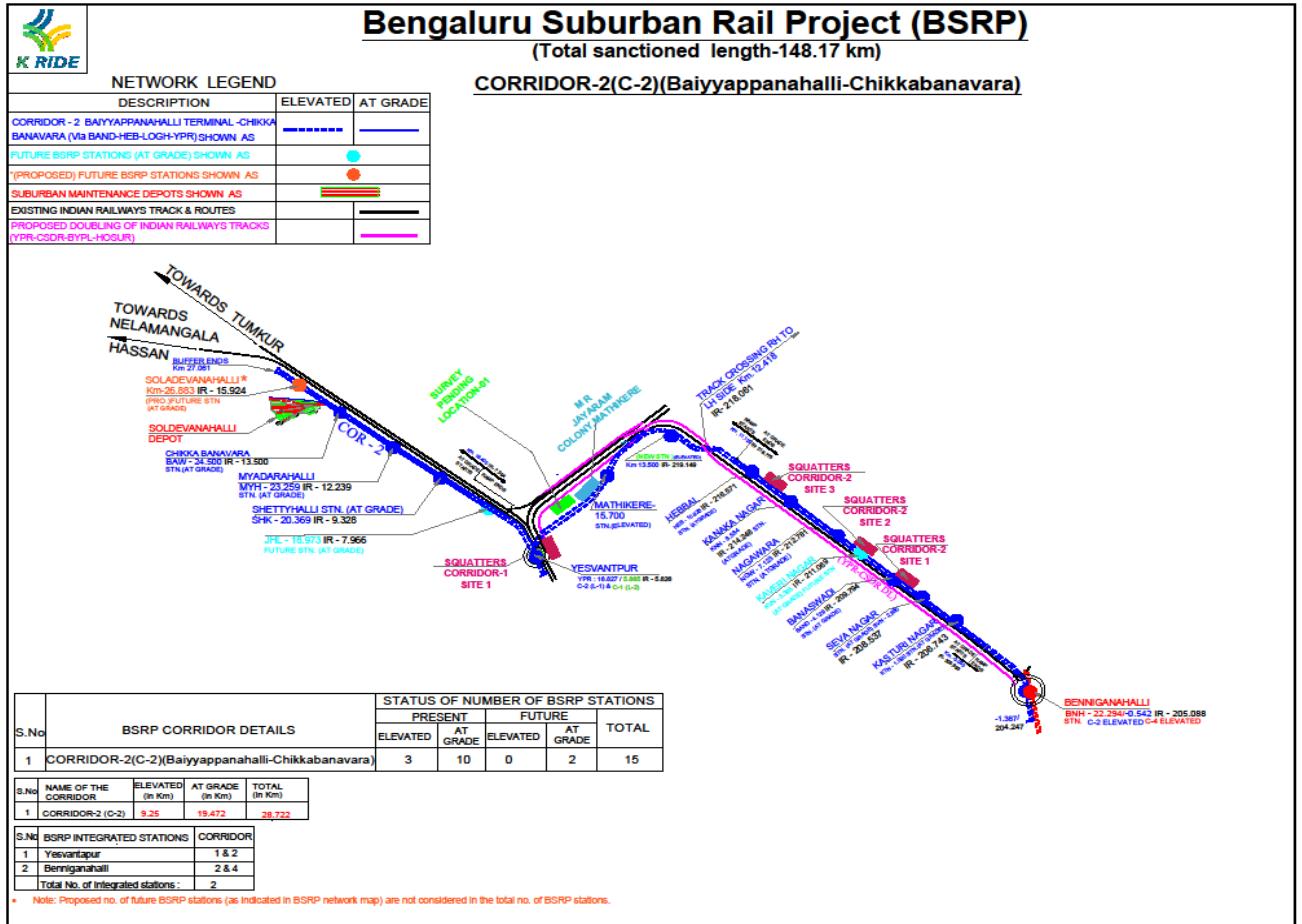


Figure 3: System Map of Corridor - 2

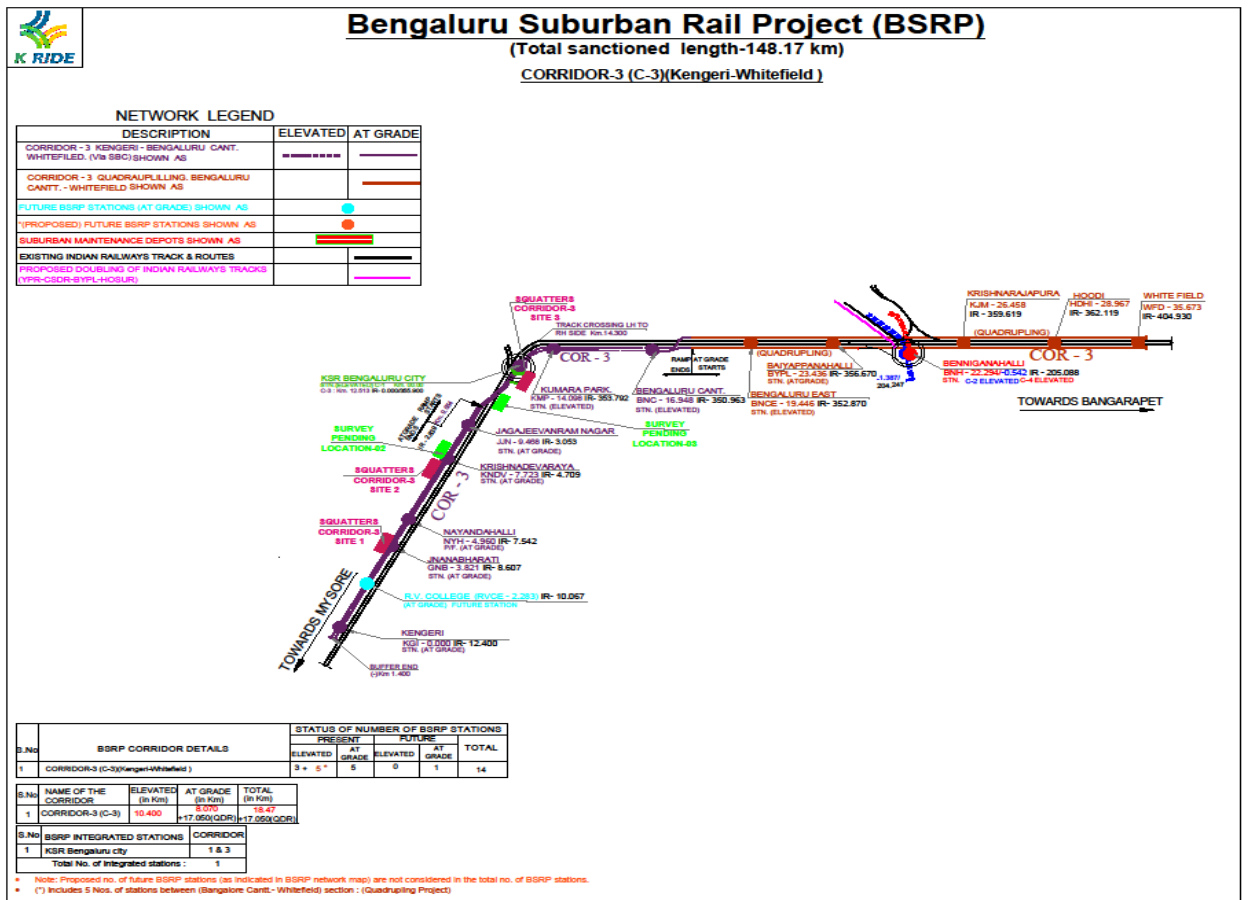


Figure 4: System Map of Corridor - 3

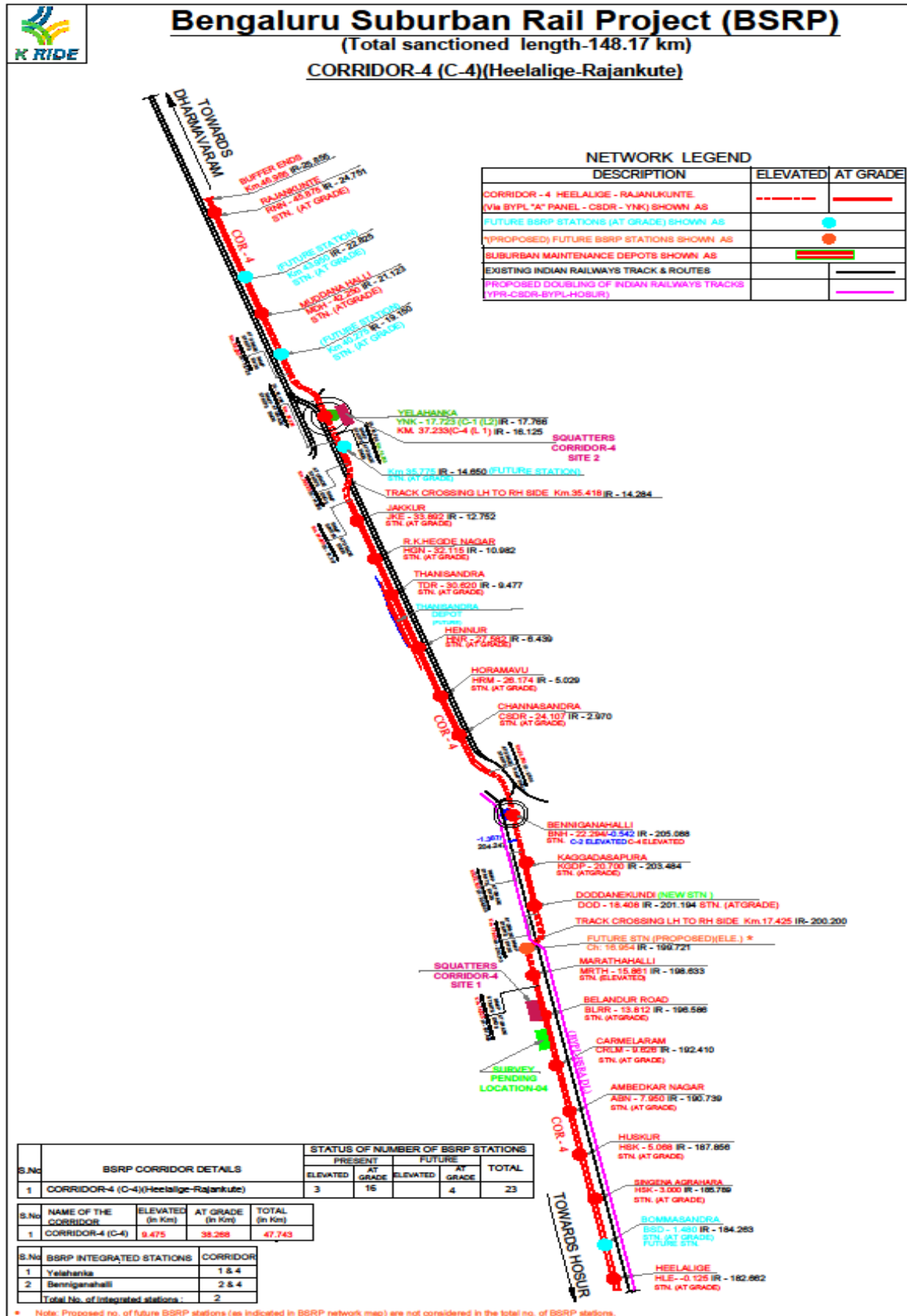


Figure 5: System Map of Corridor - 4

1.7. Adverse Impacts of the Project

1.7.1. Land Acquisition

BSRP alignments predominantly are located within the railway /government land along the existing railway line (the required land standard width for BSRP is 16.5 meters), corridor wise length of private land acquisition sections is shown in Figure 5 below. But, at certain locations (wherever railway land is not sufficient to accommodate the design) private land acquisitions required. This SIA report has been prepared based on the draft engineering design prepared by the KRIDE through their technical consultant, M/s RITES in the year 2019 and some planning changes which have occurred in the meantime (such as Devanahalli Depot location); presently, the EPC Contractors⁸ are presenting the detailed designs to the promotor which are being reviewed by K-Ride for approval. The alignment and designs are being finalized priority wise, i.e., Corridor 2 First Priority, Corridor 4 Second Priority, Corridor 1 Third Priority and Corridor 3 Fourth Priority.

The land acquisition plan has generally been prepared after the joint site measurement by the land acquisition officers and the requisition authority, i.e., KRIDE, the plan provides information on the names of the land owners, survey number wise exact area to be acquired for the project, classification of the affected land etc.

Out of the four-project corridors, the land acquisition plan has been prepared for Corridor -2 and the land acquisition plans for the remaining corridors are in process. The land acquisition estimates given in this report are based on the draft design report prepared by the M/s RITES for Corridor 1,3 and 4 and the details obtained from the land acquisition team of KRIDE for Corridor 2. The exact ownership for Corridors 1,3 and 4 would be identified only after the preparation of the land acquisition plan by the land acquisition team of the KRIDE. Based on present data, 56.88 Ha private land will be acquired for the Project, corridor wise private land acquisition details are presented in the below table. No agricultural land is affected by the project.

⁸ The EPC Contractor for corridor 2 was awarded during August 2022; hence the alignment finalization and designs are in progress for corridor 2. The corridor 4 was awarded during December 2023. The corridors 1 and 3 are yet to be tendered.

Table 2. Corridor Wise Land Requirement including Private Land Acquisition.

S.No.	Corridor/ Depot	Government Land, Ha					Private Land, Ha	Total
		Railway Land	GoK Land	Forest land	Other Govt. Land	Total Govt Land		
1	Corridor- 1	46.80	0.83	0.00	0.00	47.62	4.90	52.52
2	Corridor- 2	34.70	2.83	0.00	3.63	41.16	2.07	43.23
3	Corridor- 3	17.05	1.03	0.00	0.00	18.09	8.39	26.47
4	Corridor- 4	46.75	1.94	0.00	0.00	48.69	16.31	65.00
5	Depot - 1 (Devanahalli)	0.00	2.03	18.62	0.00	20.65	4.16	24.81
6	Depot - 2 (Soladevana- halli)	0.00	0.00	0.00	0.00	0.00	21.05	21.05
7	Total	145.30	8.66	18.62	3.63	176.21	56.88	233.09
8	Percentage	62.34%	3.71%	7.99%	1.56%	75.6%	24.4%	

Source: BSRP – Feasibility Report & K-Ride (Land Acquisition team)

The promotor K-Ride adopted the mitigation hierarchy (Anticipate and Avoid, Minimize and Reduce, Mitigate, and Offset) by optimizing the designs to keep land requirements to the barest minimum possible by utilizing the government/ railway land.

The proposed BSRP requires acquisition of land permanently for stations, depots and running corridor sections. Both government and private land will be acquired for the project. About 8.66 Ha of State Govt. land, 145.30 Ha of Railway land, 18.62 Ha of forest land, 3.63 Ha of other category Govt. Land and 56.88 Ha of Private land are required for the proposed project. The railway land would be transferred to KRIDE for a nominal fee of INR 1/Acre. The details of the same are given in civil engineering section in the Detailed Feasibility report (DFR). About 233.09 Ha is required for the proposed project corridors, depots and Stations. The land requirement is summarized in the table above.

Out of the total private land to be acquired, 2.07 Ha of land has been acquired for Corridor 2 and compensation paid to private land owners (Titleholders) ; the R&R assistance will be paid after completion of the Corridor 2 RAPs. Private land is yet to be acquired for the other Corridors. Length of the project corridors, length of private Land Acquisition free stretches and length of private Land Acquisition stretches is shown (based on the assessment done by the SIA team) in figure below.

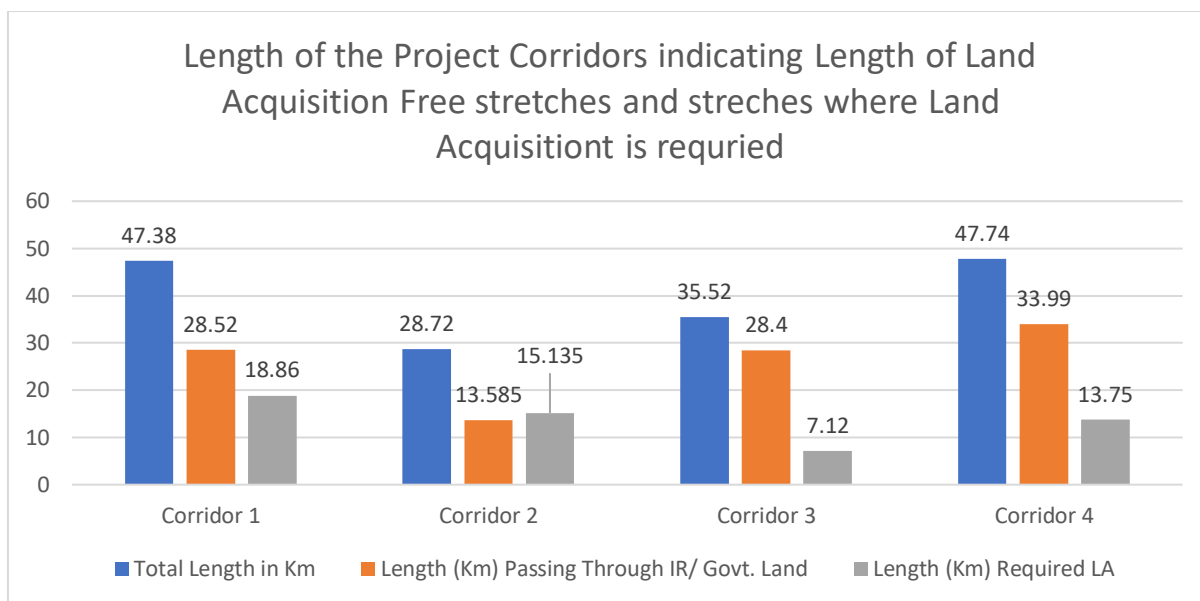


Figure 6: Corridors - Land Acquisition Free stretches & Land Acquisition stretches
 Note: length of corridor 1 includes the length of Airport Connectivity of 5.9 Km.

1.7.2. Affected Structures

As per the preliminary Census Survey of May 2023, out of the total 649 affected structures preliminary identified; in the 4 corridors:

- 332 are residential,
- 77 are commercial,
- 48 residential cum commercial buildings and
- 27 are Common Property Resources (CPRs);
- while occupants/owners of 165 structures have not co-operated in the census. Due to this non-cooperation, reluctance to engage with the survey team and the resulting loss of access structures, the census survey could not be conducted and the impacts could not be classified.

The table below indicates the impact of project on the different types of structures i.e. residential, commercial, residential cum commercial and other minor structures, such as portion of boundary wall, toilet, car shed, lean to roof etc. Out of these, 282 structures are fully affected and 202 are partially affected.

- A total of 85 structures are affected in Corridor-1,
- 289 structures are affected in Corridor-2,
- 135 structures are affected in Corridor-3 and
- 140 structures are affected in Corridor 4.

Over all the corridors, half of affected structures are the residential, i.e., 51.16%. The actual ownership status would be known only after the joint measurement is conducted by the land acquisition team of BSRP and a Joint Measurement Certificate (JMC) is issued.

Photographs of the major structures (Residential, and residential cum commercial) and CPRs are attached as Annexure C (except for Corridor 2, as it is re-surveyed, and photographs are yet to be taken). The identification of structures for Corridor-2 is based on available design, which is under finalization, while for other corridors the alignments/ designs are yet to be finalized, and therefore results presented in the tables should be considered preliminary for all corridors.

Table 3. Number of Affected Structures

Partially & fully affected structures	C1	C2	C3	C4	Total	Percentage
Residential	46	177	48	61	332	51.16%
Commercial	4	54	14	5	77	11.86%
Resi cum commercial	1	43	4	0	48	7.40%
CPRs	1	15	6	5	27	4.16%
Non - responded*	3 3	0	63	69	165	25.42%
Total	85	289	135	140	649	100.00%

Note: Number of affected structures presented in this table is preliminary. The results of final census for all corridors will be available at a later stage and presented in the RAPs to be prepared for each corridor-wise RAP.

* Due to this non-cooperation, reluctance to engage with the survey team and the resulting loss of access structures, the census survey could not be conducted, and the impacts could not be classified.

In case of partially affected buildings, a stability assessment would be done by a qualified engineer during the valuation of the structure in consultation with the project affected family, to assess if the remaining part of the building is safe after repairs and renovations. As of now, no preventive demolition, due to potential structural damage caused by vibration is expected. The exact number of displaced and affected will be finalized after the verification by the engineer. Category wise preliminary impacts are discussed under chapter 4 of this report.

Table 4. Project Affected Households

S.No.	Project Affected Households	C1	C2	C3	C4	Total
A	Affected PAH – Titleholders Owners	94	267	106	150	617
B	Affected PAHs- non-Title holders -squatters	34	44	43	26	147
C	Affected PAHs- non title holders -Slum dwellers ⁹	0	109	0	0	109
D	Affected PAH - Tenants (These are tenants living in the properties of titleholders)	11	156	31	30	228
E	Affected Households, details not received/ provided	33	0	63	69	165
F	Affected Workers	0	2	0	0	2
	Total	172	578	243	275	1268
G	Number of displaced employees	9	11	27	17	64

⁹ Impacts on the one designated Slum identified in Corridor 2 are assumed to be temporary for the duration of the construction period. The exact extent of the impacts will be determined during the preparation of the RAP for Corridor 2.

**Bangalore Suburban Railway Project
SIA & RAP Report**

* Due to this non-cooperation, reluctance to engage with the survey team and the resulting loss of access structures, the census survey could not be conducted and the impacts could not be classified.

The census and socio-economic survey for the locations identified in table below could not yet be done due to localized PAP non-cooperation¹⁰ during March 2023 surveys. However, enumeration has been done from long distance (eye assessment) by the SIA team. KRIDE in the meantime has already initiated consultations with the likely displaced people and would be settled soon within the timeline as provided in the RAP Implementation Schedule. KRIDE will disclose the SIA/RPF between April and June 2024. The Resettlement Action Plan Preparation and Implementation Consultants (RAPPIC) will carry out the detailed census and socio-economic survey of these households and develop the Resettlement Plans prior to the commencement of the civil construction. An implementation schedule is presented under Table 16. Details of the census survey pending locations are listed below table. These 165 structures are additional to the surveyed 484 affected structures; hence the total number of the affected structures/buildings would be 649. The survey pending locations are given in the table below and shown on the map:

¹⁰ The people demanded to disclose the entitlement matrix prior to the census and socio-economic survey. They demanded that the resettlement site should be close to the existing location, as their livelihoods and children's schools, etc. are nearby.

Table 5. Census and Socio-Economic Pending Location (Corridors 1, 3 and 4)¹¹.

S. No	Chainage (BSRP)		Location	Corridor	Number of Buildings likely affected	Remarks on the affected buildings
	Start	End				
1	5/880	6/100	Near Yeshwantpur Railway Station	1	33	All are residential buildings
2	7/550	8/000	Krishnadevaraya halt	3	28	All are residential buildings
3	12/110	12/600	KSR Railway Station	3	35	All are residential buildings
4	15/850	16/120	Belandur Road	4	15	All are residential buildings
5	37/152	38/800	Yelahanka Station	4	54	24 are residential, 14 are commercial and 16 are residential cum commercial
Total					165	

During these preliminary surveys and consultations some persons did not fully cooperate and some persons did not participate in the survey/ consultations process. The key reason for this is the non-disclosure of Compensation and Resettlement and Rehabilitation Entitlements related information, as it was not ready and approved by then. The people demanded to disclose the entitlement matrix prior to the census and socio-economic survey. They demanded that the resettlement site should be close to the existing location, as their livelihoods and children’s schools, etc. are nearby. Also, a complete detailed survey will be completed within the timeline mentioned in RAP Implementation Schedule.

Mathikere is one of the locations where a detailed survey needs to be conducted. Out of the total surveyed (484 structures) buildings, the majority are single storied buildings. The details of the affected buildings and the nature (single/multi storied) will be captured during the final surveys for RAP preparation. Annexure C presents an overview of affected buildings.

1.7.3. Management of Mathikere Slum Impact (Corridor 2)

K-RIDE has initiated consultations with Karnataka Slum Clearance Board, which is in charge of notified slums, about the impacts on the Mathikere slum, which falls under the Corridor 2. The elevated alignment will pass on 1st Main Road over the fringe of the slum settlement. Whereas, to avoid any risk, demolition of houses may not be necessary, the construction activities for the viaduct section do not allow for people residing in the houses during construction. The impacts on the 109 PAHs will be temporary and they will be expected to return to their homes after construction activities are completed.

The Mathikere slum is known as “M R Jayaram Colony”. This is notified slum in the northern region of Bangalore. This slum spreads over an area of 1.03 acres (4,168.30 sqm) with the length of 390 m and width of 10.69 m. It is located within the boundary of Indian Railways where the earlier narrow gauge alignment been operational. This slum contains 143 structures in total and 650 persons are staying in the slum. While many of the slum residents are illiterates and marginally literates; there are who have good education qualifications such as MBBS (doctor; 1 person), Engineers (3 persons), Graduates in Arts (6 persons), etc. who are also residents of the slum. The key occupations of the Slum dwellers are construction workers,

¹¹ For corridor 2 the location is at Mathikere, where a detailed census survey needs to be conducted; and at other areas the surveys already conducted need to be ground-truthed and updated. The survey has not yet been conducted due to changes in the design and footprint, but not due to opposition.

helpers, Municipal workers, Auto rickshaw & lorry drivers, domestic workers, daily wages workers, etc. The slum dwellers also include 43 widows and 6 Persons with Disabilities.

The earlier proposed alignment of Corridor 2 was above the slum resulting the permanent displacement of the entire slum. Later, there was a revision in the location of station. To accommodate the horizontal curve and the vertical gradient, the alignment has been revised. The revised alignment resulted in minimizing the impacts on the slum. As per the revised alignment, the pillar foundations will be on the road, due to which 12 private buildings, 11 encroached buildings and 8 empty lands (total 32 properties) are impacted.

Preliminary consultations were conducted by K-RIDE with the representatives of Mathikere slum involving the KSDB officials. These consultations with the slum dwellers, their leaders and representatives and KSDB, will continue for proceeding with detailed planning with regard to timing relocation, finances, temporary relocation options, sites and services for the housing if required, designs for the proposed housing, livelihoods restoration, payment of entitlements, etc. All the project affected slum dwellers will be consulted. In the meanwhile, K-RIDE, in consultation with KSDB and Mathikere slum representatives, will chalk out the contours of the Framework Agreement for signing a Memorandum of Understanding (between K-RIDE and KSDB). This MoU will have the following details:

1. Allowances to be paid to affected slum dwellers (these are Rental Allowance, if temporary relocation is required, Shifting allowance, Subsistence allowance, etc.
2. The Slum Dwellers, whose livelihoods are affected will be included in the livelihoods restoration plan to be prepared by RAPPIC.
3. The approach and methodology to be used for slum dwellers participation in the relocation process.
4. The process and protocols to secure the slum dweller's existing houses and their belongings during the temporary relocation.
5. If any permanent relocation of any slum dweller is required, the procedures for the following will be detailed in the Memorandum of Understanding (Framework Agreement).
 - a) identification of resettlement sites,
 - b) design options and approvals,
 - c) financial contribution from project and government subsidies/ grants, and any contributions from the slum dwellers,
 - d) construction arrangements, etc.
 - e) other provisions of the Resettlement and Compensation Policy
6. A list of the affected slum dwellers duly indicating their consent will be annexed to the MoU.

The Memorandum of Understanding will be in place and implemented before the commencement of construction activities along Mathikere slum section of Corridor 2.

1.7.4. Affected Community Property Resources

Corridor wise details of the affected common property resource are listed shown in below table. No heritage building is affected due to development of BSRP. Majority (66.7%) of the affected CPRs are religious structures.

Table 6. Corridor-Wise Affected CPRs

Description	CPRs					
	C1	C2	C3	C4	Total	Percentage
School & Collage	0	2	0	0	2	7.41
Community Toilet	0	0	0	0	0	0.00
Religious centers (shrines and small temples, boundary wall of the religious centers etc)	1	11	4	2	18	66.67
Hospital (minor impact boundary wall and one shed)	0	0	0	0	0	0.00
Railway Gate, Water Tank, CW, Shed/ Building	0	2	2	3	7	25.93
Total	1	15	6	5	27	100

Note: (residents / occupants of the 165 still to be surveyed structures are not yet considered for this assessment)

New Florence School is Ground plus two storied building. The number of students in the school are 670. The number of teachers in the school are 23, the number of non- technical staff in the school are 8 and the number of assistants in the school are 2. The schools will be fully impacts. There will not be any impact on the students of school. The existing school building has 20 classrooms. This will be shifted to a new building, which was bought by the school owner. This new building has 24 classrooms. The new building is about 160 m away from the school building affected. In addition to the compensation paid, a shifting assistance of Rs. 20 lakhs will be provided. Hence no students or teachers affected.

Dr. Paul International School is a seven storied building. The number of students in the school are 1411. The number of teachers in the school are 80, number of non-technical staff in the school are 40 and number of assistants in the school are 12. As about 30% of the Cricket turf ground, swimming pool, Basket Ball, Football ground with turf, etc., are affected, this will reduce the opportunities for sports and affects the school admissions as well. The owner is requesting for rebuilding of sport infrastructure with in the premises or equivalent compensation as per the market rate to re-establish sports facility. Hence no students or teachers affected.

Among the other CPRs, one is the Mizpah Church, where only the compound wall is affected. As per the church owners, the compensation paid is satisfactory as per the. The Other is a temple for Muneshwara, Sri Lakshmi Devi and Ganapathi, where only the compound wall is affected. As per the temple owners, the compensation paid is satisfactory. They wanted the materials to be salvaged during demolition. The third is Sri Subramanya Small Katte Temple. This temple is in BDA land (Government Land), where the local people perform pooja and worship. This small temple will be shifted to nearby BDA land.

1.8. Project Affected Households

1.8.1. Preliminary Census and Socioeconomic Survey

The preliminary alignment drawings and information provided by K-Ride engineering team was the basis for identification of affected structures, project affected households (PAHs) and project affected persons (PAPs). The study covered affected households, which includes titleholders and non-titleholders. The group of non-titleholders included tenants (residential and/or commercial), squatters (residential), slum dwellers (residential)¹² and commercial squatters (kiosks)¹³. The surveys will be updated once the designs are finalized, and corridor-wise RAPs will be prepared¹⁴.

In order to complete the identification of PAHs and PAPs, K-RIDE conducted a preliminary census (enumeration) and a socioeconomic survey, during May 2023, to establish the profile of affected households. The results from the preliminary census revealed that due to development of proposed suburban rail project an estimated 1010 PAHs would be affected either because of loss of residence, commercial or other structures. This total includes a minimum of 165 households that live in 165 residential structures found in Corridors 1, 2, 3 and 4 (see tables above) for which enumeration was done from long distance (eye assessment) by the SIA team due to PAPs non-cooperation. Subsequently the socio-economic survey to collect information on the PAH's characteristic was implemented. Out of the total 845 PAHs that were enumerated during the census (1010 minus the 165 that refused to participate). About 250 to 395 households did not respond to some of the questions related to the survey regarding socio – economic parameters, which they felt that it is not relevant. Even after repeated efforts certain people did not cooperate with the survey and the 100 % census and socio-economic surveys would be conducted during project implementation and update the data. Below is a summary of status of the socioeconomic survey per corridor:

- Corridor 1, 2, 3 and 4: The preliminary surveys conducted are to be updated after design finalization and consultations with affected households; and RAPs be prepared for each of the corridors.

The data collected through socio-economic survey generated demographic and socio-economic profile of over half of the total project affected households. The data has been compiled and presented in Chapter 5 of this report.

Consultations before conducting Surveys: As the area where surveys could not be conducted due to non-cooperation of the PAHs, the following methodology will be used for conducting surveys to prepare RAPs.:

- The SMU of K-RIDE will make inroads in areas where there was resistance to surveys and develop rapport with PAHs. The senior management of K-RIDE will take lead in this by engaging local leaders.
- The SMU of K-RIDE with the assistance of RAPPIC conduct several Stakeholder Engagement activities with the PAHs and build rapport with them.
- Disclosure of Entitlement Matrix and Provisions for addressing the Gaps on the website and local offices of K-RIDE

¹² There are two categories of residential not-title holders: The dwellers of declared slum areas are referred as *slum dwellers* all others including the dwellers of the non-notified slum are being considered as *squatters*.

¹³ Small commercial structures (less than 3 sq.m. plinth area) whose owners do not have legal rights to occupy the trading location or land parcel.

¹⁴ Compensation has been paid to the Titleholders impacted under Corridor 2.

- A copy of the Entitlement Matrix and Provisions for addressing the Gaps will be shared in local language with all the PAHs.
- The Grievance Redress Mechanism will also be explained in details to all the PAHs
- All the PAHs will be informed that it is necessary to conduct survey and prepare RAP for disbursement of compensation and R&R assistance including any livelihood restoration, skill development and other assistance.
- The survey schedule will be intimated to the PAHs in advance.
- If some PAHs could not participate in the survey for some reasons, they will be given another chance by conducting survey for the missing/ absent PAHs once again.
- The RAP will be prepared in consultation with the PAHs.
- The PAHs will be fully engaged by the SMU and RAPPIC team in preparing Micro Plans for each PAH.

1.8.2. Affected Households

As presented in Table 8 below, there are estimated 1010 PAHs, which includes 617 land/land and structure affected households, 228 tenants, and 165 (refer chapter 4) non-responded households. Apart from these there are 64 employees of shops who would be displaced. The vulnerable households¹⁵ are 217. Corridor wise details are presented in Table 8 below and in Chapter 4 of the SIA report.

Table 8 provides the overall project impacts due to the BSRP; duly giving details such as private land requirement, structures affected, project affected households, vulnerable households, etc.

Table 7. Corridor Wise Impacts

S. No.	Impact	Corridor-1	Corridor-2	Corridor-3	Corridor-4	Total
1	Land Requirements					
a	Private Land (in Sqm)	9.06 (including Depot)	23.12 (including Depot)	8.39	16.31	56.88
2	Total Structures/buildings Affected (no.)					
a	Affected structures/buildings - details received/ provided (including slum dwellers)	51	274	66	66	457
b	Affected Common Property Resources	1	15	6	5	27
c	Affected structures/buildings - details	33	0	63	69	165

¹⁵ Households belonging to Vulnerable Groups. The Vulnerable Group includes but is not limited to the following categories: (i) APs falling under 'Below Poverty Line' (BPL) category, as identified by the Planning Commission of India's State specific rural poverty line and updated to current period using CPIRL; (ii) landless people; (iii) persons who belong to Scheduled Castes (SC) and Scheduled Tribes (ST); (iv) Women Headed Families; (v) Children and elderly people, including orphans and destitute; and (vi) Physically and mentally challenged / disabled people.

S. No.	Impact	Corridor-1	Corridor-2	Corridor-3	Corridor-4	Total
	not received/ provided*					
	Total	85	289	135	140	649
3	Project Affected Households (no.)					
a	Affected PAH - Owners	94	267	106	150	617
b	Affected PAH - Tenants	11	156	31	30	228
c	Affected Households details not received/ provided*	33	0	63	69	165
	Total (no.)	138	423	200	249	1010
4	Number of displaced employees (no.)	9	11	27	17	64
5	Affected buildings of Titleholder (no.)	44	196	65	66	371
6	Affected PAHs- non-Title holders -squatters	34	44	43	26	147
7	Affected Residential Buildings (no.)	46	177	48	61	332
8	Affected Commercial Buildings(no.)	4	54	14	5	77
9	Affected Resi/Comm Buildings (no.)	1	43	4	0	48
10	Affected Vulnerable PAHs (no.)	47	116	46	8	217

*Details not available due to circumstances at the time of survey: House closed, Owner not willing to provide details, Owner not available.

Note*: The above data is preliminary and will be finalized as the designs are finalized and census and socio-economic surveys are updated based on detailed design footprints.

1.8.3. Vulnerable Households

As regards vulnerability among surveyed PAHs (excluding the 165 still to be surveyed HHs), there are 217 PAHs belonging to vulnerable category out of 845 (please see below Table 9). Out of these 59 PAHs are women headed households, 68 PAHs are below poverty line, 21 PAHs having disability and old age persons. Apart from that, 54 and 15 PAHs belong to Scheduled Caste and Scheduled Tribes respectively. Both Scheduled Castes and Scheduled Tribes are considered as vulnerable group because the Scheduled Castes (SCs) and Scheduled Tribes (STs) falls under the provisions of Constitution of India and get preferential treatment in the government benefits because these people are traditionally vulnerable.

Table 8. Corridor Wise Affected Vulnerable Households

Vulnerability	Number of Households					
	C1	C2	C3	C4	Total HH	Percentage
Women-Headed Household	0	54	3	2	59	27.19%
Below Poverty Line	7	47	13	1	68	31.34%
Family with disability or old age	7	12	1	1	21	9.68%
Scheduled Castes	23	70	29	2	54	24.88%
Scheduled Tribes	10	3	0	2	15	6.91%
Total	47	116	46	8	217	100.00%

Note: (residents / occupants of the 165 still to be surveyed structures have not yet been considered for this assessment)

1.9. Major Social Risks of the Project and Mitigation Measures Adopted

The major social risks identified, and mitigation measures adopted in this project is summarized in below table.

Table 9. Social Risks and Mitigation Measures Adopted in the Project

Social Risks	Mitigation Measures adopted
Resettlement of physically displaced households. - Slum dwellers	<p>Provisions for replacement cost for the lost assets, shifting assistances and subsistence, rental assistances etc. are provided in the approved consolidated entitlement matrix and livelihood restoration measures. This entitlement matrix has broadly been discussed with the PAPs during consultations.</p> <p>KRIDE has already started the process of Stakeholder Consultations with slum dwellers regarding the resettlement of slum dwellers.</p> <p>The resettlement of the slum dwellers would be done in coordination with the Karnataka Slum Development Board (KSDB). It is envisaged that only temporary relocation will be required in M R Jayaram Colony slum during the construction period. Also, apart from the above, when KSDB performs permanent relocation of slum dwellers (independently) K RIDE will provide support grant and additional entitlements as per entitlement matrix (refer to Tabel 54 in Section 11). If unavoidable, the displacement would happen only after the development of the relocation sites/ buildings in an area with adequate health and education infrastructure (for Mathikere Slum it is foreseen that only temporary relocation in the vicinity (estimated 6 months) during construction for safety reasons would be required. Hence risk is mitigated regarding education of the children, health of the community and safety of the weaker sections, during the process of the rehabilitation and resettlement.</p> <p>The RAPPIC will facilitate the displaced people to register and address their grievances, if any, in a timely manner. The RAPPIC will help the illiterate and differently abled people even to draft their grievance and report to the respective authorities.</p>
Livelihood restoration of the economic displaced titleholder households.	<p>Apart from the replacement cost of the affected structures, the economic displaced households would be eligible to get the shifting assistances, business loss allowance and Business premises re-establishment allowances as per the approved Entitlement matrix (EM) of the project.</p>

Social Risks	Mitigation Measures adopted
	<p>Provision of skill upgradation training is also given in the approved EM, the RAPPIC will carry out a need assessment survey. Based on the interest and feasibility of the displaced people appropriate training, skill & livelihood enhancement etc., would be given to upgrade their skills & livelihood restoration. A suite of measures are proposed for livelihoods restoration under Chapter 12.</p>
<p>Relocation of displaced common Property resources</p>	<p>The respective user communities will be consulted, and relocation would be done accordingly. The RAPPIC will facilitate the KRIDE and the user community to relocate the displaced common property resource. Please refer to 1.7.4. for the details of the CRPs affected.</p>
<p>Loss of access to the properties due to acquisition/utilization of existing roads.</p>	<p>Access to all the properties would be ensured by the KRIDE in coordination with the line departments.</p> <p>RAPPIC will help the affected people to redress their grievance within the stipulated timeframe as per GRM.</p>
<p>Closure of existing railway level crossings (LCs) due to the Project.</p>	<p>All the 34 existing LCs will be eliminated through ROBs / RUBs and thus improve safety. Additional cross passages are foreseen at stations. Underpasses and skywalks are also included in the design. The alignments of the corridors will not create barriers or significant detours for local communities.</p>
<p>Community health and safety</p>	<p>This Project is not anticipated to have significant adverse impact on the community health of the local people; Risks will be mitigated however, by general health and safety and hygiene provision to be followed in the labour camps etc. has been included in the EMP. The EPC Contractors will establish labour camps with facilities as per legislation and good international practice (IFC Guidance). Contractor would be suggested to hire vacant apartments for providing accommodation to workers including the migrant labors. The migrant workers in the Project will be registered as per legislation (The current metropolitan area population of Bangalore in 2022 is 13,193,000. Around 50% of the population in Bangalore are considered migrants).</p> <p>The occupational health and safety of the workers will be taken care of by HSE plan developed and implemented by the contractor. This will include a laborers Code-of-Conduct. This will safeguard the Community Health and Safety aspects as well.</p> <p>Provision of ensuring the safety and comforts to the Elderly, Women, Children Differently abled & Transgenders (EWCD&T) has been included in the Gender Action Plan (GAP).</p> <p>Accident risks for public road users due to construction traffic and site activities will be managed by a traffic management plan.</p>
<p>Other Impacts on local population</p>	<p>Recreation function, visual amenity, and ecosystem services of urban vegetation will be impacted by loss of trees and urban greenery. Trees will be compensated as per tree management plan. Sites for replanting /transplanting of trees will be selected to serve urban biodiversity functions and recreation and visual amenity.</p>
<p>Squatters (Residential)</p>	<p>For Resettlement of Permanent physical displacement</p> <ol style="list-style-type: none"> One-time financial assistance based on valuation of structure by approved valuer subject to a minimum of Rs 5,000. Property valuation without deducting depreciation to be based on principles of replacement cost, and Inconvenience Allowance: Onetime payment of Rs. 30,000, is provided. Shifting allowance Rs. 30,000/- Subsistence Allowance Rs. 30,000/-

Social Risks	Mitigation Measures adopted
	<p>In addition to this Supporting Measures and Livelihood Restoration (permanent and temporary displacement) measures such as</p> <ul style="list-style-type: none"> a) Fund management support such as counselling, micro plan preparation, financial literacy, linkages with government schemes and banks etc., b) Assistance in the identification of alternative residential premises; and access to livelihood restoration measures as per chapter 12 are provided. c) Access to livelihood restoration measures as per chapter 12 are provided.
Squatter (Commercial)	<p>For Resettlement (permanent economic displacement),</p> <ul style="list-style-type: none"> a) One time financial assistance based on valuation of structure by approved valuer subject to a minimum of Rs 5,000. Property valuation without deducting depreciation to be based on principles of replacement cost, b) Inconvenience Allowance: Onetime payment of Rs. 30,000, c) Business premises re-establishment Rs. 540 per sq. ft in respect of commercial portion only. d) Shifting allowance Rs. 35,000/- e) Subsistence Allowance Rs. 30,000/- f) Business loss Rs. 50,000/- <p>In addition, Supporting Measures and Livelihood Restoration (permanent and temporary displacement),</p> <ul style="list-style-type: none"> a) Fund management support such as counselling, micro plan preparation, financial literacy, linkages with government schemes and banks etc., b) Assistance in the identification of alternative commercial premises and c) Access to livelihood restoration measures as per chapter 12 are provided.

1.10. Community Health and Safety

1.10.1. Objectives

- To anticipate and avoid adverse impacts on the health and safety of project-affected communities during the project life cycle from both routine and nonroutine circumstances.
- To promote quality and safety, and considerations relating to climate change in the design and construction of infrastructure, including dams.
- To avoid or minimize community exposure to project-related traffic and road safety risks, diseases, and hazardous materials.
- To have in place effective measures to address emergency events.
- To ensure that the safeguarding of personnel and property is carried out in a manner that avoids or minimizes risks to the project-affected communities.

1.10.2. Impacts and Mitigation Measures

Construction Phase: During the construction phase, public health and safety risks could occur as a result of exposure to diseases arising from presence of larger number of constructions, exposure to potentially hazardous materials during construction and transport of raw and finished materials, safety concerns related to risk of road accidents related to movement of heavy vehicles during construction. Security could potentially be threatened if security personnel engaged at construction site

or contractor's facilities are not acting as per proper conduct, e.g. if they are not trained adequately in the respect of human rights. Use of force is the domain of the police. In order to avoid and minimize any negative impacts, the following measures will be taken before and during construction:

- Construction work shall commence on site only when the **Health, Safety and Environment (HSE) Plan** has been adequately developed by the Contractor and accepted by KRIDE Representative;
- **Emergency Preparedness and Response Plan** will be developed prior to construction works starting;
- **Traffic Management Plan** will be developed for safe access to construction sites with minimum negative impact on the existing roads and in parallel to ensure community safety and easy access to their properties (homes, land, gardens, etc);
- For traffic control and safety, the information about the project activities will be announced through the local radio/TV for carefully driving (low speed) near the working areas. KRIDE and the Contractor/s will openly and transparently inform residents of the affected places and villages for planned activities that follow weekly;
- The traffic flow through the site and within the urban areas will be coordinated with the responsible traffic engineers in the BDA/BBMP and traffic police;
- An **Emergency Plan** will be developed, including to cover for the management of cases of incidents during the transportation of raw materials/hazardous substances;
- **The Design** for construction of the suburban railway alignment will be developed by EPC Contractor according the national legislation on construction and best construction practice as well environmental requirements and pollution prevention principles;
- **Separate study** on pedestrian/vehicle crossings (over/under crossings) will be conducted based on the site visits and consultations with local community, and any additional measures implemented within the design; The realignment portions proposed through the settlement and built-up areas would be given special attention
- The structural elements (bridges including the construction of the proposed about 23 rails over bridges over/underpasses and viaducts) are to be designed in accordance with national and international standards on safety and functionality;
- **Community health and safety educational program** will be developed to inform and build capacity of the local community and drivers on potential adverse impacts during the project activities.
- Residents will be informed that they will be not able to undertake their activities related with farming, community gathering and recreational activities within the railway belt area;
- Workers will receive training and guidance in how to avoid conflicts with the local community members and sign a labour code of conduct, in order to avoid creating conflicts with the local environment;
- Avoidance of unauthorized entry into contractor's facilities will be considered in their design and siting. The design, layout and site location of facilities should facilitate natural surveillance by police and the guards engaged by Contractor/s;
- Adequate selection of qualified security guards with appropriate training;
- Contractor will have to commit to Promotor that any material damage made by workers on local houses, buildings and other infrastructure will be subject to fair compensation;
- All necessary permits will be obtained prior to the start of construction phase from responsible institutions responsible for urban planning, Urban infrastructure, Utilities, community works, forestry management, water protection, electricity and telecommunication, natural gas supply network and cultural heritage protection;
- The EPC Contractor/s will take into consideration all proposed preventive, mitigation and compensation measures included within the ESIA.

- The local residents should be informed about the deep excavations or piling works, especially the locations where old buildings are located.
- Sufficient time and arrangements would be given by the KRIDE to temporarily relocate the residents of the unsafe buildings during construction.

Operational Phase: During operation, community safety could potentially be affected from the increased train traffic and risks for accidents from unauthorized crossing of railway and electrification. In order to avoid and minimize negative impacts, the following measures will be taken before and during the operational phase:

- All 37 Level Cross (LC) will be replaced with overpasses or underpasses;
- . Track sections will be fenced to prevent ingress by third parties and any crossing. Crossing will be possible at the designated over/underpasses.
- Community health and safety educational program will be developed and implemented.;
- Information on safety performance (relating to both accident investigations and overall statistics) will be made publicly available. Safety performance and other safety related data will be developed.
- Methodology for risk assessment to be developed before operations;
- Making information on the suburban railway publicly accessible - for example by disclosure through website or newspapers.
- RAPIC will organise program to create awareness on safety during construction and operation for the people staying along the project corridor.
- To ensure the welfare & protection of weaker sections (EWCD&T) provisions are given in the GAP, GAP would be implemented by the KRIDE.

1.11. Conflicts Due to Labour Influx

1.11.1. Mitigation Measures

Construction Phase: During the construction phase the presence of a number of temporary workers from outside of the region in the local communities could evoke or increase conflicts. Different cultural and social background of the workers compared with the local people could be a reason for potential issues to occur (e.g. verbal conflicts, written and oral threats and even physical violence). This in combination with the disruption to normal life of the local people due to the construction activities could potentially create a ground for increased community tension and stress. The potential disruption to normal life includes: loss of livelihood and land, increased travel time by detours on roads and pathways, heavy vehicles on local roads, restricted movement within construction area, presence of workers camps inside the community etc.

In order to avoid and minimize negative impacts, the following measures will be taken before and during construction:

- Workers will receive training and guidance in how to avoid conflicts with the local community members and sign a labour code-of-conduct, in order not to create conflicts with the local environment;
- Worker camps will be located at a distance from the communities;
- **Local Workforce Recruitment Plan** will be developed in order to assure employment of as much as possible local workforce;
- Control of movement of workers in the area around the construction sites. Mode of movement must be well organized and defined by agreement between KRIDE and Contractor/s;
- Strengthening of public/administration awareness (Local administration, medias, NGO`s) has high importance for reducing community tensions. Executing agency and the local authorities

must be capable for handling increased grievances from the residents towards disturbance of their normal way of leaving. Public to be acknowledging for disruptions that the construction works may cause to the typical way of leaving in the area.

Operational Phase: During the operational phase there will be some reaction of the community related to the increased risks for accidents on railway crossings and electrification. Communities at or close to the railway line will mainly be disturbed by noise and vibration caused by train operation. This is expected to be more in the beginning until they have adapted to the changed living conditions associated with railway. Mitigation measures proposed for Community Health, Safety and Security and mitigation measures elaborated under quality-of-life cover impacts related to the community reaction to the operation of suburban railway.

1.12. Consultation and Participation

Public consultation is a continuous process throughout the project period-project preparation, implementation, operation stages. The sustainability of any infrastructure development project depends on the participatory planning in which public consultation plays major role. To ensure peoples' participation in the planning phase of this project and to treat public consultation and participation as a continuous two-way process, numerous events were arranged at various stages of project preparation. Aiming at promotion of public understanding and fruitful solutions of developmental problems such as local needs, problems and prospects of resettlement, various stakeholders i.e., displaced persons, government officials, local community leaders, people and elected representatives of the people are consulted through community meetings, focus group discussions, individual interviews and formal consultations. The project will therefore ensure that the displaced population and other stakeholders are informed, consulted, and allowed to participate actively in the development process. This will be done throughout the project, both during preparation, implementation, and monitoring and evaluation of project results and impacts.

Keeping in mind the significance of consultation and participation of the people who are likely to be affected due to the proposed project, public consultation has been taken up as an integral part of social and environmental assessment process. Consultation was used as a tool to inform and educate stakeholders about the proposed action both before and after the development decisions were made. It assisted in identification of the problems associated with the project as well as the needs of the population who are likely to be affected. This participatory process helped in reducing the public resistance to change and enabled the participation of the local people in the decision-making process. Initial public consultation has been carried out in the project areas with the objectives of minimizing probable adverse impacts of the project and to achieve speedy implementation of the project through generating awareness among the community about the benefits of the project.

Consultation was done with various stakeholders to understand the stakeholder perceptions about the project. The consultant has used various tools such as interviews, focus group consultation, key informant discussion, public meetings, etc. in this study. The following are the major consultations conducted by the consultants during the study:

1.12.1. General Consultations and Key Informant Interviews.

Summary of consultations held with the key informants and project affected households is summarized in below table, further the minutes of the meetings is attached as Annexure D.

Table 10. Summary of Consultations Held with the Key Informants and PAHs

Place & type of respondents	Date & Time	Number of Participants		Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
		Male	Female		
Key Informant. Commissioner, Karnataka Slum Development Board, Bangalore Board,	17 March 2022, 4 PM	2	-	Discussion on the practical difficulties prevails on the resettlement of the slum dwellers	██████████ Commissioner KSDB has suggested to have a joint meeting with the KSDB, KRIDE officials and elected representatives of the slum located constituency (Malleswaram Constituency). This is communicated to KRIDE and incorporated in SEP.
Manager at office of the Special Land Acquisition Officer, Karnataka Industrial Area Development Board, Bangalore	25 March 2022, 2 PM	1	-	Compensation and Resettlement of Non-titleholders, those who are not covered in as per Karnataka Industrial Areas Development Act 1966 (KIADA)	Suggested to develop an entitlement matrix and also to make institutional arrangements to pay the amount by the KRIDE office. The institutional arrangement is being done at KRIDE to disburse the Resettlement assistances for the eligible PAPs as per the entitlement matrix.
Special Land Acquisition Officer, Karnataka Industrial Area Development Board, Bangalore	11 April 2022, 2 PM	2	0	Compensation and Resettlement of Non-titleholders, those who are not covered in as per Karnataka Industrial Areas Development Act 1966 (KIADA)	
Residential and Residential cum commercial owners. Mohan Kumar Nagar, corridor 2 (This is not a slum location)	17 March 2022, 2 PM	9	2	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.	Considered in the entitlement matrix. As far as transparency is concerned the acquisition is being done as per the land acquisition Act
Residential owners of declared	18 March 2022, 4 PM	12	0	Identify the probable social issues including, loss of assets and loss of livelihood. Expectation on	There are two different opinions on relocating from this location to another site. Certain people are ready to relocate if they get 'Patta

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants		Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
		Male	Female		
slum, Mr. Jayaram Colony, Mathikere Corridor 2				compensation and resettlement and rehabilitation.	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. The provision for resettlement is included in entitlement matrix and it has been communicated to the PAPs
Residential Non-title holders of non-notified slum, Nayandahalli, Near Railway Gate, Vinayaka Extension. Corridor 3 (This is part of Krishnadevaraya Station) These residents own the structures they live in. The slum is near the corridor.	21 March 2022, 1 PM	6	8	Identify the probable social issues including, loss of assets and loss of livelihood. Expectation on compensation and resettlement and rehabilitation.	They stated that without a proper plan for rehabilitation they will not cooperate with the project. The female participants have stated that, their situation will be very pathetic if the project has not done proper resettlement for them. Hence proper resettlement to be done prior to the displacement. The provision for resettlement is included in entitlement matrix and it has been communicated to the PAPs.

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants		Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
		Male	Female		
Displaced Employees of commercial building, Yelahanka (Near Railway Station) Corridor 1 and 4	14 March 2022, 2 PM	9	0	Identify the probable social issues including loss of livelihood. Impact may happen to the employees, expectation on livelihood restoration and resettlement and rehabilitation, etc.	<p>Demanded for some resettlement assistances for the period of actual job loss.</p> <p>Provision given in the EM and the same has been disclosed to the PAPs.</p>
Residential and Residential cum commercial owners. Yelahanka (Near Railway Station)-Corridor 1 and 4	14 March 2022, 3 PM	4	4	Identify the probable social issues including, loss of assets and loss of livelihood. Expectation on compensation and livelihood restoration and resettlement and rehabilitation.	<p>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.</p> <p>The female members communicated that, currently they are managing their personal as well as their children's additional requirements (mostly for studies) from the income what they are getting from the weaving, they are worried that after the project they will be deprived and they will have to depend on their husband or son even for their personal needs, which is distressing.</p> <p>Provision for resettlement of physical and economical displaced families has included in the EM.</p>
Displaced Residential Tenants. Mahadevapura (Bellandur Road) Corridor 4	15 March 2022, 11.30 AM	7	2	likely adverse impact may happen to the residential tenants, what is their expectation on relocation to new houses.	They are worried on getting the deposited amount (advance paid to the owner) refunded and another suitable house within this rent at nearby areas, as their children are studying in nearby schools also their source of livelihood

Bangalore Suburban Railway Project
SIA & RAP Report

Place & type of respondents	Date & Time	Number of Participants		Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
		Male	Female		
					<p>activities are nearby. They requested for sufficient advance notice and assistance to transport their household item to new location.</p> <p>Provision given in the EM and the same has been disclosed to the PAPs.</p>
Displaced aged Residential Owner and Tenants, Mahadevapura (Bellandur Road) Corridor 4	15 March 2022, 11 AM	2	3	Identify the probable social issues including, loss of assets and loss of livelihood Expectation on compensation and livelihood restoration and resettlement and rehabilitation.	<p>[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 two storied 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 [REDACTED] 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).</p> <p>The tenants requested for sufficient advance notice and some assistance for shifting the assets.</p> <p>Provision for resettlement of physical and economical displaced families has included in the EM and the same is communicated to the PAPs.</p>

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants		Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
		Male	Female		
Meeting with KSDB with regard to Mathikere slum, at the Commissioner, KSDB office.	25 Oct 2023 16.40 Hrs.	9		<p>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.</p> <p>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.</p> <p>Accordingly, meeting with MLC and the representatives of the slum dwellers, officials of K-RIDE and KSDB have been scheduled on 02.11.2023;</p> <p>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;</p>	K-RIDE officials will be meet KSDB again to chalk out the framework for an agreement on the issue of Mathikere slum.
Meeting with Shri MR Seetharam (MLC & Former MLA /GoK) with regard to Mathikere slum, at his office, along with	02 Nov 2023 14.30Hrs	13		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 4 representatives of M R Jayaram Slum dwellers.	Need to conduct further consultations with the slum dwellers and KSDB for proceeding with detailed planning with regard to timing, finances, temporary relocation options or sites and services for the proposed housing, designs for the proposed housing, etc.

Place & type of respondents	Date & Time	Number of Participants		Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
		Male	Female		
KSDB officials and 4 Slum Dwellers				<p>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.</p> <p>The representatives of M R Jayaram Slum have voluntarily agreed to relocate temporarily themselves during the construction of civil works, since, temporary relocation is required for BSRP execution.</p> <p>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. This new housing is not for temporarily relocating them during the construction. This new housing scheme is separate and independent of the project¹⁶.</p> <p>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</p>	

¹⁶ During this meeting on-top of the discussion on temporary resettlement related to the BSRP project, the Commissioner of KSDB brought on table the housing scheme that is planned, irrespectively of the project.

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants		Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
		Male	Female		
				<p>the contributory funding for the dwellers for permanent resettlement at housing project of KSDB, should this be required. This is one possibility, as permanent housing is a long-standing demand of slum dwellers, if the housing scheme materializes, then the Rs. 5 lakhs provided under the CRP can be used as contributory funding.</p> <p>The representatives of M R Jayaram slum dwellers expressed their desire to help by all means in construction of suburban rail.</p>	

1.13. Random Survey among 1000 potential future Users of BSRP

A random survey among the probable users of BSRP conducted to understand the perception about the upcoming project, the current mode of travel, origin and destination of the traveler, purpose of travel, expenditure for travel etc. Total 1000 (thousand) people covered under this survey. The survey was conducted at nearest market area of the upcoming BSRP stations. The survey has been done in various time schedule (Section-1: 8 to 10AM; Section-2 11 AM to 1 Noon; Section-3: 2 to 5PM) to capture various category of travelers. Analysis of this survey is provided a representation of category of travelers and their perception about the project, also the facilities to be included in the design.

Out of the 1000 people responded to the random survey 282 are female participants. The participants include students (132 numbers), working women (102 Numbers), housewife's (occasional travelers) (36 numbers), elderly people (12 numbers) etc. The following are the major concerns shared by the female participants.

- Lack of end-to-end connectivity is the main issue of the commuters. If KRIDE provides sufficient facilities for parking, mainly at the stations located outside the city would be beneficial for the daily commuters (working women and students).
- Integration of BMTC with BSRP: BMTC may operate feeder bus services from outskirts settlements to the nearest BSRP stations on a regular basis, which will make BSRP more inclusive especially for women.
- All the station area including the parking area and footpath till the nearest bus stop should be well lit. Police patrolling may also be ensured and CCTV may be installed all the stations and parking areas.
- Toilet facilities may be provided at all the stations (should not be at the isolated area), while designing the restrooms woman traveling with small kids also to be considered.
- Station design must be differently abled people friendly.
- Reserved coaches would be beneficial for women travelers, particularly at peak hours.
- The lifts must be transparent to avoid harassment to the women travelers.
- Security staff may be deployed in all the stations and even in the coaches, particularly in late evening and early morning hours.
- Displaying of helpline numbers would benefit the women travelers to register their complaints.

1.14. Gender Sensitive Consultations and Gender Action Plan

The women participation was less in the general consultations and there was a tendency to dominate the discussion by the men. Hence separate consultations with the women were done to understand the perceptions and concerns of the women members of the displaced households. Details of the gender sensitive consultations conducted are summarized and Gender Action Plan given in below tables. The minutes of the consultations is attached as Annexure E.

Table 11. Summary of Gender Sensitive Consultations

Place & type of respondents	Date & Time	Number of Participants	Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
Corridor- 3- Don Bosco College of Management, Bangalore East. College girls	6 th September 2022, 11AM	16 Female	Ticket fare, Availability of es- sentials at railway station, availability of service at night Women only train Crowded ticket counters	<ul style="list-style-type: none"> • Ticket fare is to be nominal • Medical shops in the stations • Bi-cycles or battery-operated bicycles be available in stations • Round the clock train service for the benefit of women on night shift, call center and in IT industry. • Availability of woman police in the trains particularly at night • Women only trains at the prime hours • Queues should be maintained and separate queues for woman to board the trains • Purified drinking water at railway stations
Corridor 2- Karna- taka Slum Develop- ment Board Colony, Banaswadi Transgenders	6 th September 2022, 3 PM	12 Trans gen- der	Gender-sensitive design/ con- struction of train coaches. Seats availability in train Availability of medicines Safety in the station locality Employment / Livelihood Assis- tance Transgender – Sensitivity to- wards public	<ul style="list-style-type: none"> • A double-deck coach can be run that can be reserved for vulnera- ble including transgender • Dispensary can be available in major stations • A police outpost in Banaswadi stations area • Free travel passes to the transgender • Loan from the financial institutions to run shop in the stations • Transgender sensitive posters can be pasted in the stations and trains to create awareness among public • Transgender can be employed by the contractor
Corridor-3 MCT Quarters, Kengeri, Civil society members	7 th September 2022, 11 AM	15 Female	Concessional ticket fare Livelihood assistance Health & Hygiene at railway stations Information dissemination	<ul style="list-style-type: none"> • 50% concession to the woman travelers • Car and Bike parking stand can be leased out to the woman civil society members • Operations and maintenance of the stations and platforms can be given to the woman civil society members • The products produced by the woman self-help group members can be sold in the stations and trains Stalls/shops at the railway station can be allotted to woman civil society members

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants	Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
				<ul style="list-style-type: none"> • Separate coach for woman passengers during peak hours • All toll-free emergency numbers/information can be displayed in Kannada and English • Women can be employed as drivers • Loan facilities can be arranged to women to buy and run auto rickshaws in the stations • The contractors can be instructed to concentrate their corporate social responsibility services to the women living near the stations
Corridor 4 – Thani-sandra - Frontline Health workers	7 th September 2022, 4 PM	17 Female	Concession Ticket fare Employment/Livelihood Assistance Childcare and protection Facilities for feeding mother Mobile application	<ul style="list-style-type: none"> • Monthly concessional pass to women to accompany the school going children • The stations and platforms should be designed differently abled, women and senior citizen friendly. Adequate number of lifts and ramps should be available • Hassle-free escalators with assistant staff should be available • Employment from the contractors with equal pay • Crèche or Anganwadi at the stations • Gender sensitive poster, flyers and display of gist of women protected laws • A separate room for feeding mother, ambulance facility at the major station • Mobile application to track the passenger by their family members
Corridor 4- Woman Entrepreneurial Trainees, Hennur	8 th September 2022, 11 AM	11 Female	Maintenance of Health & Hygiene -Safety disposal and cleaning Availability of emergency medicines	<ul style="list-style-type: none"> • Unlike Metro train fare, the suburban train fare should be nominal • Well cleaned toilets in all the stations • The maintenance of the stations should be given to women SHGs • The safe disposal of sanitary napkin pads like incinerators should be available in major stations • Cleaning drive by the college students during the Ayutha Pooja festivals • First aid box and fire extinguisher should be kept ready

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants	Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
				<ul style="list-style-type: none"> Woman police and a woman medical practitioner can be available
Corridor- 1 Mathikere Slum, Mathikere- affected Women	9 th September 2022, 10.30 AM	10 female	<p>Loss of employment due to re-location.</p> <p>The host community may not welcome</p> <p>Post-relocation travel to the job location incurs an additional financial burden</p> <p>Discontinue the education of the children</p>	<p>If they gets migrated to 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.</p> <p>They want their present residential community to be relocated to the same locality and houses through the Karnataka Slum Development Board can be allotted to the affected households</p> <p>The relocated woman can be given with free travel pass in the proposed suburban facility so that they would not lose their present employment</p> <p>Children will be given preference to get admission to the relocated schools under the Right To Education Act (RTE) to arrest drop-out.</p>
Corridor -1 Akkiyappa Garden, Mohan Kumar Nagar, Yeshwanthapur	9 th September, 12 PM	8	<p>Post-relocation travel expense</p> <p>Losing newly constructed structures creates a huge financial burden</p> <p>Losing the present employment after the relocation</p> <p>Inaccessible present public</p>	<p>The participants' husbands are working as porters/ hang coolies in Yesvantpur and Krantivira Sangolli Rayanna railway stations. If they are relocated to faraway places, they need to be allowed to travel on public transportation free of cost.</p> <p>The participants further expressed their grief that they got a loan from private money lenders to construct their houses. Hence, they requested to consider all their financial loss while calculating the compensation package.</p> <p>In post- relocated destinations, the K-RIDE can organize a job fair exclusive for the woman-affected households in the relocated destinations. Adequate and appropriate training can be given to the aspirant woman households to vertically move from unskilled employment to semi-skilled employment.</p>

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants	Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
			transport due to huge fare	Access all the available urban amenities is difficult due to the exorbitant fare of the present transport system Therefore, the nominal fare sub-urban facility would enable them to access all the available urban amenities

Table 12. BSRP Gender Action Plan (GAP)

ACTIVITY	INDICATORS/TARGET	RESPONSIBILITY	TIMELINE (Year)	BUDGET (INR)
OUTPUT-1: Bengaluru Suburban Railway Project – 4 Corridors completed				
1a. Integrate gender-specific safety and public health concerns, with a focus on the needs of the elderly, women, children, differently abled, and transgender, in the construction design of K Ride Sub Urban Railway	1. (i) 1 coach reserved for women; (ii) 8 seats (4 in front and 4 in rear) of each coach reserved for women, elderly, differently abled, and caregivers, publicised through signage, consistent with COVID-19 prevention national/state requirements; (iii) 1 dedicated space for a wheelchair in first and last coach of every train; (iv) Platform level boarding in all stations. 2. (i) Well-lit, dedicated waiting area for women on the platform adjacent to the reserved coach for women with adequate signage, (ii) female security personnel, (iii) one-way voice intercom for communication with the station manager with adequate signage, (iv) Installation of passenger's emergency alarms (PEAs) in each coach, including the women's coach. (v) display help lines numbers and other emergency phone numbers and instructions in Kannada, Hindi and English languages in all the stations.	KRIDE through Gender Focal Point and Gender Expert	1-5 Years	Included in the project cost
1b. Sub urban stations constructed with multimodal facility and EWCDT-responsive features	3. (i) Step-free, universally accessible route for those on wheelchair; (ii) universally accessible route with tactile pavers for all other users; (iii) clear and legible signage provided; (iv) at least 1 escalator each with saree guard, to access and egress the platform, concourse at multimodal and terminal stations, in all stations			

Bangalore Suburban Railway Project
SIA & RAP Report

ACTIVITY	INDICATORS/TARGET	RESPONSIBILITY	TIMELINE (Year)	BUDGET (INR)
1c.Support women’s participation in construction works	<p>4. Separate, free, clean public toilets for men, women, and universally accessible unisex toilets¹⁷ with clear, legible signage at all stations</p> <p>5. Nursing rooms,¹⁸ baby feeding kiosk, lifts and waiting area (weather shelter) to be provided in all stations.</p> <p>6. Sex-segregated resting rooms and toilets for suburban railway staff at all stations</p> <p>7. 1 crèche for sub urban railway personnel at 2 main stations</p> <p>8. CCTV cameras installed to monitor coaches, publicly accessible areas of all stations, including parking spaces, Well-lit pick-up and drop-off areas around all suburban rail stations with universally accessible footpaths.</p> <p>9. (i) Integrated EWCDT-friendly signage system: bilingual visual, print, and multimedia in all coaches and all stations promote public education messages on public health/safety, prevention of communicable diseases, including those relevant to COVID-19 prevention,¹⁹ zero-tolerance approach to sexual harassment, helpline number awareness</p> <p>10.BSRP website to include maps for all users that include most efficient access in and out of stations</p> <p>11. (i) Pink Colour Demarcation for female coach and its position on platform in same colour for the easy identification and convenience of female commuters.</p> <p>(ii) Instruction boards with helpline numbers and colour-coded directional signs indicating the direction to dedicated coach for women passengers and dedicated spaces strategically placed at each suburban station.</p>			

¹⁷ Toilet facilities will be provided in paid area. The key aspects include a manual flush, handless dust bins, diaper changing stations, and exclusive sanitary pad disposal bins

¹⁸ The nursing rooms will include a comfortable chair with supportive arms, a small table, electrical outlet/s, diaper changing station, and a lock for privacy. Nursing rooms will be provided to stations based on need survey.

¹⁹ Consistent with national and state requirements.

ACTIVITY	INDICATORS/TARGET	RESPONSIBILITY	TIMELINE (Year)	BUDGET (INR)
	<p>(iii) Visible desks/rooms staffed by trained women and men where female commuters can lodge their complaint in case of any unwanted event and proper documentation of cases lodged.</p> <p>(iv) direct lines to nearest police stations for immediate request for police help.</p> <p>1. At least 50% of civil work contractor staff with increased knowledge on GESI aspects of the project, including (i) promotion of equal opportunities for men and women in construction work; (ii) adherence to national core labour standards (e.g., equal payment and equal opportunities included in all bidding documents and posters and hoardings against it in camp site displayed); and (iii) labour registers showing names, sex of workers maintained by all civil works contractors.</p> <p>2. Adequate facilities for women in construction sites established in all camps²⁰</p> <p>3. Prepare Conduct guidelines for staff and contractors, and standard operating procedures on how to prevent and address instances of sexual harassment on EWCDT responsive are developed by K RIDE.</p>			
Output 2 Capacity of Bengaluru Suburban Railway (KRIDE) and relevant state line agencies improved (institutional development component)				
Incorporate GESI measures in K RIDE's functioning.	<p>1. Senior Advisor/staff (female) nominated as gender focal point in the KRIDE office, with required support staff</p> <p>2. A GESI Committee within KRIDE established in first year and quarterly meetings and minute documented.</p> <p>3. Gender Friendly Workplace Policy prepared by KRIDE management within first year, with annual training for at least 10% of all staff</p> <p>4. Project performance monitoring system established at KRIDE level for timely and effective monitoring of all GESI-related activities and indicators/targets included in the project.</p>	Managing Director, KRIDE	Throughout the project Period.	50,00,000.00

²⁰ Separate toilets, creche facilities, accommodation and rest areas for women, wherever needed.

ACTIVITY	INDICATORS/TARGET	RESPONSIBILITY	TIMELINE (Year)	BUDGET (INR)
OUTPUT-3: Women Empowerment				
Resettlement of Displaced Households	1. Resettlement site/house/R&R assistance would be paid in joint account of Husband & wife. 2. Additional R&R assistances shall be given to all the displaced Women headed households. 3. Skill development training (based on the need assessment study) would be given to one female member of the women headed households and other vulnerable households 4. Reservation (number would be decided by KRIDE) for commercial space/kiosks for woman entrepreneurs/women SHGs at all station	Managing Director, KRIDE	1- 5 Years	Included in the EM

1.15. Stakeholder Engagement Plan

In order to plan an effective communication strategy with the various stakeholders, a stakeholder analysis has been done at the outset. The stakeholder engagement plan was developed based on the stakeholder analysis and the results of consultations held so far. It must be noted that due to staged development of corridors, SEP activities will have a different timeline for each corridor regarding activities in pre-construction and in implementation stage. As per the staged development of the corridors, the alignment and designs are being finalized priority wise, i.e., Corridor 2 First Priority, Corridor 4 Second Priority, Corridor 1 Third Priority and Corridor 3 Fourth Priority. The stakeholder engagement will also adapt the same priority.

Table 13. BSRP Stakeholder Engagement Plan (SEP)

Target stakeholders	Information to be disclosed	Tools of engagement & mode of disclosure	Frequency	Responsibilities
PRE-CONSTRUCTION STAGE (PLANNING AND SURVEY)				
People residing in project area including vulnerable	<ul style="list-style-type: none"> ✓ Project scope and design details, design alternatives for impact minimization ✓ Grievance mechanism process ✓ Community Safety measures during project implementation ✓ Relocation of Common Property Resources (CRPs) ✓ Damages (cracks, landslides, etc.,) to 	<ul style="list-style-type: none"> ✓ Consultations, focus group discussions ✓ Written information (one pagers/flyers) ✓ GRM Helpline number through display at project locations. 	<ul style="list-style-type: none"> ✓ At least twice ✓ Preliminary screening, ✓ Household level census socio-economic survey and consultations towards preparation of SIA. 	K RIDE through, SIA, DPR and RAP implementation agency/officers.

**Bangalore Suburban Railway Project
SIA & RAP Report**

Target stakeholders	Information to be disclosed	Tools of engagement & mode of disclosure	Frequency	Responsibilities
	<ul style="list-style-type: none"> assets/structures during construction (mainly to the buildings located close to the project site) ✓ Temporary impact to the access to the properties 		<i>Note: The SIA/ RPF will be disclosed to affected people April-June 2024</i>	
General communities including vulnerable	<ul style="list-style-type: none"> ✓ Project scope and design details, design alternatives for impact minimization ✓ Grievance mechanism process ✓ Community Safety measures during project implementation ✓ Relocation of Common Property Resources (CRPs) ✓ Damages (cracks, landslides, etc.) to assets/structures during construction (mainly to the buildings located close to the project site) ✓ Temporary impact to the access to the properties 	<ul style="list-style-type: none"> ✓ Consultations, focus group discussions ✓ Written information (one pagers/flyers) ✓ GRM Helpline number through display at project locations. 	<ul style="list-style-type: none"> ✓ At least twice ✓ Preliminary screening, ✓ Household level census socio-economic survey and consultations towards preparation of SIA. 	K RIDE through, SIA, DPR and RAP implementation agency/officers.
Karnataka Slum Development Board	<ul style="list-style-type: none"> ✓ Resettlement of slum dwellers 	Tri-party meeting (K RIDE, KSDB and Slum Residents)	Bi-monthly till completion of resettlement of slum dwellers.	K RIDE
Land Acquisition Officer, KIADB	<ul style="list-style-type: none"> ✓ Land acquisition 	Tool: Joint field survey, Face to face meetings	As per Act provisions, till completion of disbursement of replacement value for the lost assets.	K RIDE & KIADB
Other Interested Parties (External) – Government departments <ul style="list-style-type: none"> ✓ Forest Department ✓ Revenue Department ✓ State Pollution Control Board ✓ Police Department ✓ District Administration 	<ul style="list-style-type: none"> ✓ Project scope and design details. ✓ Land acquisition and Compensation process ✓ Secondary baseline information on environmental and social aspects; ✓ Project’s induced environmental and social risks; ✓ Impact mitigation and enhancement measures; ✓ Resettlement and Rehabilitation ✓ Grievance mechanism process ✓ Gender related issues due to labour influx 	Face-to-face meetings	As per requirement for obtaining necessary clearances/ permissions.	K RIDE through, SIA, DPR and RAP implementation agency/officers

**Bangalore Suburban Railway Project
SIA & RAP Report**

Target stakeholders	Information to be disclosed	Tools of engagement & mode of disclosure	Frequency	Responsibilities
	<ul style="list-style-type: none"> ✓ Design intervention for physically challenged people. 			
Non – title holders and others not included above	<ul style="list-style-type: none"> ✓ Project scope and design details. ✓ Land acquisition and Compensation process ✓ Secondary baseline information on environmental and social aspects; ✓ Project’s induced environmental and social risks; ✓ Impact mitigation and enhancement measures; ✓ Resettlement and Rehabilitation ✓ Grievance mechanism process ✓ Gender related issues due to labour influx ✓ Design intervention for physically challenged people. 	Face-to-face meetings	As per requirement for obtaining necessary clearances/ permissions.	K RIDE through, SIA, DPR and RAP implementation agency/officers
IMPLEMENTATION STAGE				
People residing in Project area/general communities including vulnerable Government Institutions Revenue Department State Pollution Control Board Police Department District Administration	<ul style="list-style-type: none"> ✓ Project scope and design details, ✓ Contractor establishment details i.e. labour camps, plants area etc., ✓ Grievance mechanism process ✓ Relocation of CPRs ✓ Provisions for assessment of reported damages (cracks, landslides, etc.,) to assets/structures during construction and payment, if applicable. 	<ul style="list-style-type: none"> ✓ Consultations, FGDs and meetings with communities ✓ GRM Helpline number through display at project locations and on flyers 	<ul style="list-style-type: none"> ✓ Bi-monthly ✓ As reported 	KRIDE through <ul style="list-style-type: none"> ✓ District administration ✓ Civil works contractor
Civil works contractor	<ul style="list-style-type: none"> ✓ Orientation on ESHS provisions; ✓ Sexual harassment provisions, ✓ Labour related aspects as provided in the Labour Management Procedures 	<ul style="list-style-type: none"> ✓ Provisions in Bid/Contract documents & also through Pre- bid conference 	<ul style="list-style-type: none"> ✓ During contract signing ✓ Periodic as part of worker’s joining 	KRIDE & Civil works contractor
Other Interested Parties (Internal) <ul style="list-style-type: none"> ✓ General Consultant ✓ Supervision Consultants 	<ul style="list-style-type: none"> ✓ Project information: scope and rationale and E&S principles ✓ Training in RPF and RAP requirements and other management plans ✓ Grievance mechanism process 	<ul style="list-style-type: none"> ✓ Face-to-face meetings ✓ Trainings/workshops 	As per requirement	KRIDE

**Bangalore Suburban Railway Project
SIA & RAP Report**

Target stakeholders	Information to be disclosed	Tools of engagement & mode of disclosure	Frequency	Responsibilities
✓ Contractors, sub-contractors, service providers, suppliers, and their workers.	✓ Feedback on consultant/ contractor reports			

1.16. Framework for Land Acquisition, Compensation and Resettlement & Rehabilitation

The applicable laws, regulations and policies and standards on land acquisition, rehabilitation and resettlement for the proposed Bengaluru Suburban Rail Project are as follows:

1. Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013.
2. Karnataka Industrial Areas Development Act 1966 (KIADA)
3. The Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014
4. Compensation and Resettlement Package of K-RIDE (Resettlement Policy Framework)
5. Other applicable laws
6. The EIB Environmental and Social Sustainability Framework (ESSF) defines the EIB Environmental and Social Standards (2 February 2022)
7. KfW Sustainability Guideline (last update 30 June 2023) (incl. The World Bank's ESS)
8. Supplemental provisions for addressing Gaps between Lenders E&S Standards and Policies

The Land required for the Project 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 and "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 within the city and from the outskirts of the city to commercial and industrial centers in efficient and sustainable manner.

A **Compensation and Resettlement Package** has been prepared for this project to bridge the gap between the national laws and environmental and social safeguard principles of the funding agencies. The comparison made between the Environmental and Social Safeguard Policy requirements of the funding agencies and national laws are presented given in Chapter 10. The Entitlement Matrix (EM) which is the CR Package summarizes the types of losses/impacts and the corresponding nature and scope of PAP entitlements; and the supplementary provisions to address gaps, are in compliance with National/State Laws and Lenders standards (EIB ES6 / World Bank EES5) . The Promotor's Compensation and Resettlement Package is attached as Annexure F. This matrix addresses all categories of people being affected and all categories of impacts of the project. The same can be classified under three major categories of impact, viz loss of land, loss of residence and loss of commercial structures or other assets which covers the entire gamut of the affected population

- (i) those who have formal legal rights to land lost in its entirety or in part;
- (ii) those who lost the land they occupy in its entirety or in part and have no formal legal rights to such land, but who have claims to such lands that are recognized or recognizable under national/state laws; and
- (iii) Those who lost the land they occupy in its entirety or in part and have neither formal legal rights nor recognized or recognizable claims to such land.

1.17. Plan for Livelihood Restoration

The objective of livelihood restoration is to help all households regardless of pre-project living standards. The Livelihoods Restoration program will consider the severity of the impacts and not only pre-project vulnerability as a criterion to identify beneficiaries of assistance. When a non-vulnerable family loses all its income and cannot restore livelihoods with the cash compensation as per matrix they

should be entitled to receive income restoration support. After completing all necessary ground activities, the RAPPIC will prepare income restoration plan for PAPs based on its field observations and survey outcome. The income restoration plan shall be discussed with the respective PAP, K-RIDE officials and the concerned government departments prior to execution.

Identification of potential trainees and training needs assessment for vulnerable households will require a detailed survey and assessment of literacy/educational level and/or skill sets available with one member nominated by the household for skill training. The needs assessment would also document income from various sources, assets, resources and coping strategies currently used by the household. The strategy would aim at improving/maximizing returns from the present occupation of the principal earning member or taking up a new/supplementary occupation aimed at achieving the right mix of activities in order to enable the household to improve/maintain its living standards. Training needs assessment would be undertaken by the RAPPIC, supported by KRIDE. Baseline details collected for individual households need to be carefully preserved in order to enable a post-training impact assessment;

Identification of Local Trainers/Resource Persons or Training Institutes by the PIU will depend on the type of skill training required (as identified through the needs assessment survey); Livelihood Skill Training will be coordinated by the KRIDE. Training to suit the aptitude of identified trainees would be imparted. A time frame of a maximum of three months is envisaged for training.

Internal monitoring of training and submission of progress reports will be done by the KRIDE. Post-training impact assessment is proposed to be conducted by an independent agency, a year after project implementation. The household asset base and socio-economic status would be compared with the pre-project scenario. Indicators would be developed during detailed design stage.

The following support will be available for all categories of eligible PAPs:

- ☑ livelihood restoration measures scattered in this chapter
- ☑ Fund management support such as counselling, micro plan preparation, financial literacy, linkages with government schemes and banks etc.
- ☑ identification of alternative housing
- ☑ security of tenure and registration in the names of both spouses.
- ☑ Training and skill development
- ☑ Linkages with employment agencies/ organizations

1.18. Cost Estimate and Source of Funding

A tentative cost for implementation of income restoration plan is INR. 15 million. However, detailed budget estimates for implementation of livelihood restoration plan will be prepared during RAP preparation by the RAPPIC, in consultation with KRIDE. The budget shall include programs ranging from transition support (allowances and advice and counseling), skill development, training programs, employment placements (in case PAPs meet requirements of available opportunities) etc. KRIDE will provide adequate budget for implementation of livelihood restoration plan.

1.19. Implementation Arrangements

For each Corridor, the RAPPIC will finalize and implement a Resettlement Action Plan (RAP). This requires involvement of various institutions at different stages of project cycle. This section deals with roles and responsibilities of various institutions for successful implementation of the RAP. As per the RFCTLARR Act, the implementation of rehabilitation and resettlement is the responsibility of project proponent (i.e., K-Ride). However, the Act does not clearly mention about the implementation of

rehabilitation and resettlement process at the project level. In order to implement and monitor RAP effectively, a Social Management Unit (SMU) will be constituted in KRIDE headed by Special Deputy Commissioner (a Karnataka Administrative Service officer). The roles, responsibilities and other details pertaining to RAP implementation team is explained in the respective chapter of the report.

1.19.1. Project Executing Agency (PEA)

K-RIDE is a Joint venture of Government of Karnataka and the Ministry of Railways. It has been created to boost “Rail Infrastructure Projects” in the state of Karnataka on the principle of cooperative federalism. Currently, the joint venture has been mandated with the critical responsibility of executing the flagship Bengaluru Suburban Rail Project (BSRP) and two large doubling projects. Headquartered in Bangalore, K-RIDE aims to become a benchmark in executing Rail based infrastructure projects in an agile, innovative, and qualitative manner.

KRIDE is headed by the Chairman supported by a full time Managing Director (MD), MD will oversee the overall project activities and will facilitate land acquisition, capacity building and implementation of RAP. The KRIDE will be responsible for coordinating with other concerned government departments, RAP Preparation and Implementation Consultant (RAPPIC), and Independent Environmental and Social Monitoring Consultant for land acquisition, planning and implementation of RAP which will include the disbursement of compensation, assistance, shifting and relocation of affected people. The KRIDE (i.e. the PEA) will be accountable to both Government of India and Government of Karnataka for the implementation of the RAP.

1.19.2. Land Acquisition Unit (KIADB)

The Land required for the project is being acquired under Karnataka Industrial Areas Development Act Private Land acquisition is being done by the Karnataka Industrial Areas Development Board (KIADB) Special Land Acquisition Officer (SLAO) based on the engineering design drawings approved and handed over by KRIDE. The SLAO will fix the compensation as per KIADA for both titleholders and non-title holders including kiosks, commercial and residential squatters. The replacement cost of the affected buildings/structures would be estimated by the engineering section of the KIADB and the cost for loss of agriculture and horticulture would be prepared by the respective departments on request of SLAO.

The Special Land Acquisition Officer is supported by Managers, Case Workers, Land Acquisition Staff etc. The special Land Acquisition Officer will pass the land acquisition award (Compensation) as per KIADA and the compensation and resettlement assistances will be paid by KRIDE Social Management Unit based on the entitlement matrix of the RPF. For K RIDE, Approval of Compensation towards the land as well as structures will be approved by the Special Land Acquisition Officer, KIADB. The flow chart of organization setup for land acquisition unit at KIADB is shown in below figure.

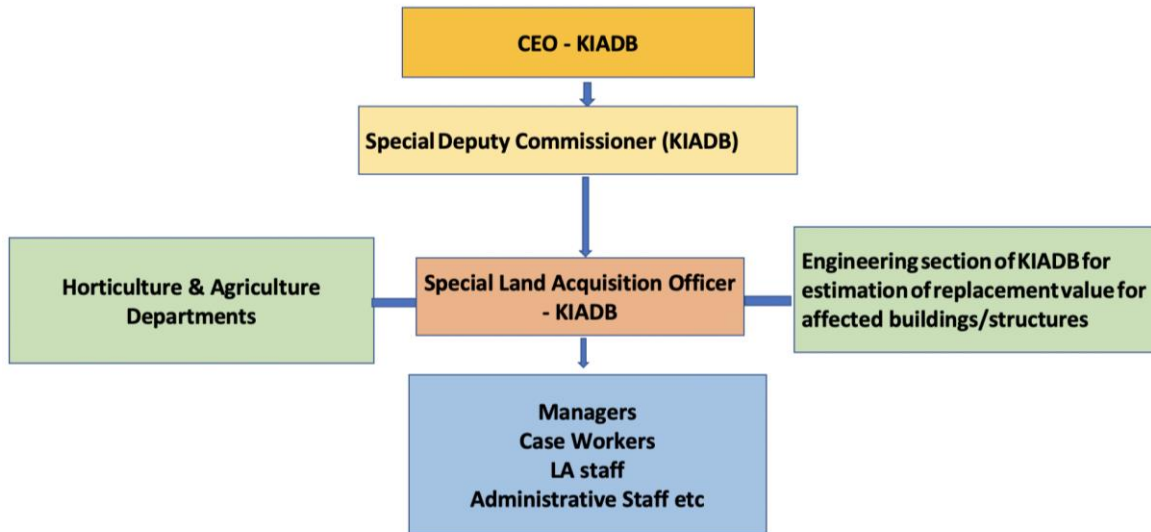
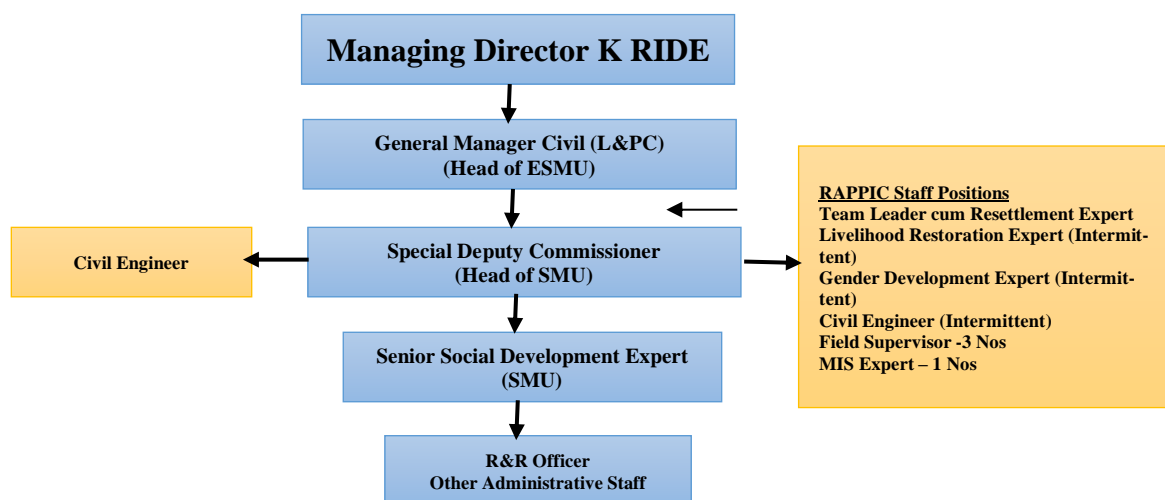


Figure 7: Organisation Setup of KIADB Land Acquisition Unit

1.19.3. Social Management Unit (KRIDE)

KRIDE will set up a Social Management Unit (SMU) which shall coordinate with the SLAO KIADB on land acquisition and undertake the resettlement and rehabilitation activities and stakeholder consultation and involvement. The SMU will coordinate with the other stakeholders including the Karnataka Slum Development Board (KSDB) on resettlement of notified slum dwellers. K-RIDE will enter into a Memorandum of Understanding (MOU) (Framework Agreement, which includes a well-defined framework for rehabilitation and resettlement of slum dwellers impacted by BSRP) with KSDB for the rehabilitation and resettlement of the notified Slum Dwellers, for identification, enumeration, assessment, relocation (both permanent and temporary) and resettlement and rehabilitation of the slum dwellers. The budget under the MOU will be borne by K-RIDE. The MOU will comply with National and state legislation, CRP of K-RIDE, and EIB's and KfW's environmental and social policies. This SMU would be supported by a RAP Preparation and Implementation Consultant (RAPPIC). The flow chart of organization setup for SMU is shown in below Figure.



1.19.4. Rehabilitation and Resettlement Award

At the outset the RAPIC would develop a micro plan²¹ for titleholders and non-titleholder in line with the entitlement matrix of the project. The draft micro plan submitted by the RAPIC would be reviewed by the SMU. The micro plan would contain the name and address of the PAPs, type of impact, R&R benefits etc. After 15 days of review, the PAPs would be called for a hearing by the Special DC, the PAPs should have to submit the proof (documents) required for substantiating their claim during the hearing and based on the hearing the special DC would finalize the micro plan and submit MD, KRIDE for approval. The Special Deputy Commissioner will pass a separate Resettlement and Rehabilitation Award listing the names of displaced persons and their entitlements in accordance with the entitlement matrix of the project and make the payment to the bank account of the PAPs through electronic clearance system (ECS) on approval of the micro plan by MD KRIDE. Flow chart of the resettlement process is shown below:

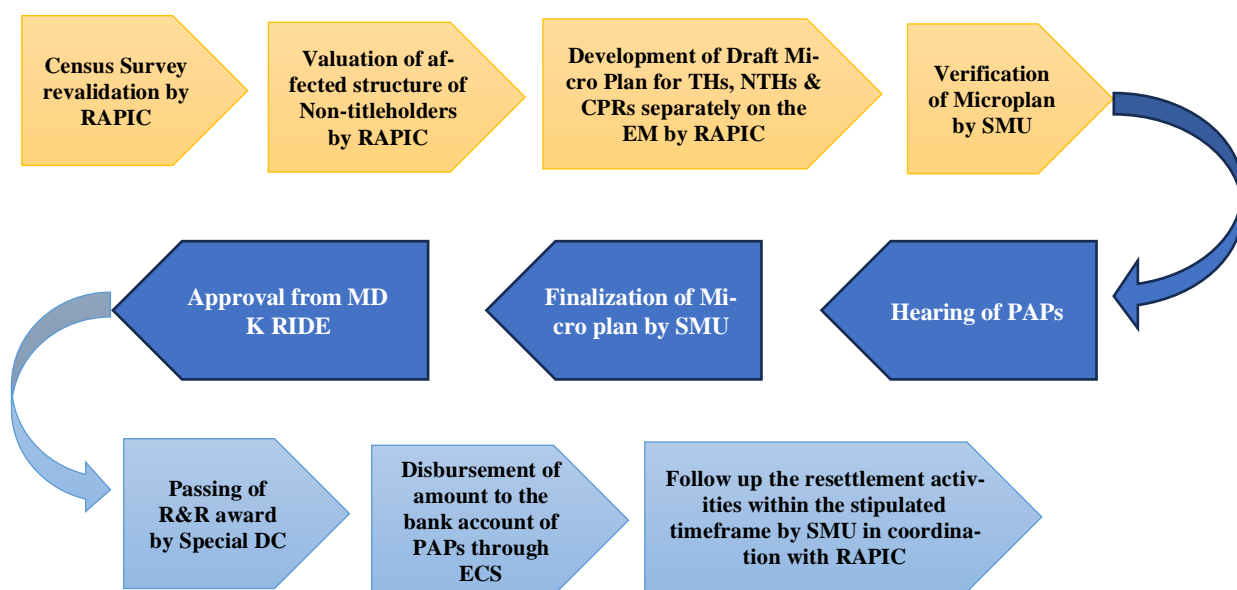


Figure 8: Flow Chart of the Resettlement Process

1.19.5. Summary Resettlement and Rehabilitation Entitlement Framework (R&REF)

Based on the above analysis of government provisions and KfW safeguards policy, the following resettlement principles are adopted for this project and R&REF will be applicable to KfW project and all impacts foreseen/unforeseen issues will be compensated as per R&REF.

- i. In general, land acquisition will be undertaken in such a way that no project affected person, with or without formal title, will be worse off after land acquisition;
- ii. K RIDE will pay compensation for land and structures it is acquiring 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 livelihoods and standard of living to restore them to pre-displacement levels;

²¹ This micro plan covers all aspects of Compensation, Resettlement and Rehabilitation Assistance, Livelihoods Restoration assistance, Skill development assistance, etc. for the PAPs in a Household on a time scale.

- vi. If project affected person, without legal title, is not satisfied with the above decisions, they can approach the grievance redress 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 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 purposes;
- xi. All project affected persons (private and public, individual and businesses) entitled to be compensated for land acquired; losses, structures or damages will be offered compensation and assistance in accordance with the provisions of this R&REF. 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 have their grievance registered or referred to the Grievance Redressal Committee (GRC) / courts as appropriate;
- xii. Wherever community assets are acquired, the same will be restored by K RIDE in coordination with the concerned agencies/departments

1.19.6. RAPPIC (During Implementation & Post Resettlement)

A RAP Preparation and Implementation Consultant (RAPPIC) plays a very crucial role in implementation of resettlement and rehabilitation activities. The RAPPIC will develop the RAPs and extend implementation support to KRIDE in the form of assisting affected families/persons during relocation. The responsibilities of RAPPIC will be assisting IA in (x) preparing corridor wise RAPs (i) conducting regular consultations (ii) preparation of database of affected structures, families, persons, (ii) verification of database through field survey, (iii) preparation of micro plan including the replacement cost for the lost assets of the non -titleholders (iv) issue of identity cards (v) preparation of Income Restoration plan (vi) improve monitoring system, (vii) capacity building of implementation staffs, (viii) respond to the specific needs of the slum dwellers, squatters, vulnerable PAPs, etc., and (ix) regular follow up implementation activities and other relevant activities. The RAPPIC will be supervised by Sr.SDO, SMU. The draft TOR incl. scope of works for the RAPPIC is attached Annexure J. RAPPIC's services are also required during resettlement follow-up.

1.19.7. Grievance Redressal Mechanism in the BSRP Project

The land acquisition for the project is being done according to the agreed Compensation and Resettlement Policy as described above. All grievances related environmental and social issues (implementation of EMP measures & compensation for land and resettlement assistance) will be addressed by the General Manager (Land & Project Co-ordination), K-RIDE, who will be heading the SMU. Grievances of PAPs or other members of the public received at the corporate office of K-RIDE or any other involved agency, will be sorted according to subject matter and will be informed to the respective offices/agencies to resolve it.

Grievance redress will be carried out at two levels: namely first level and the appellate level. Grievances of affected persons will be first brought to the attention of K-RIDE (through PAPs, contractor, Environmental and Social Field Officers of K-RIDE, Environmental Monitoring Consultant, Resettlement Plan Implementation Consultant, etc.) and land acquisition office, KIADB. At this level, the time taken to address a matter may vary from 15 days to one month, depending on the matter. Land related

cases take longer than one week as it may require providing legal documents, change of alignment or dropping the properties from acquisition etc. All these matters require consultation with planning and design section, before a grievance resolution can be proposed, thus the process can extend up to a month.

In cases where the affected person is not satisfied with the proposed resolution of the land acquisition office or the field level office / corporate office of the K-RIDE, the person can approach the Grievance Redress Committee (GRC). The GRC will convene within 15 days of receiving the matter. The grievance redress process is given in Figure below. The composition of the GRC is:

- ❖ K-Ride Director (Projects and Planning), Chairperson
- ❖ K-Ride General Manager (L & PC), Convener
- ❖ K-Ride General Manager (F & A), Member
- ❖ K-Ride Chief Public Relations Officer, Member
- ❖ KSDB Representative – Member
- ❖ KIADB Representative - Member
- ❖ Tahsildar, Member
- ❖ Community Representative (PAP – Male), Member
- ❖ Community Representative (PAP – Female), Member
- ❖ Team Leader of RAPPIC, Member

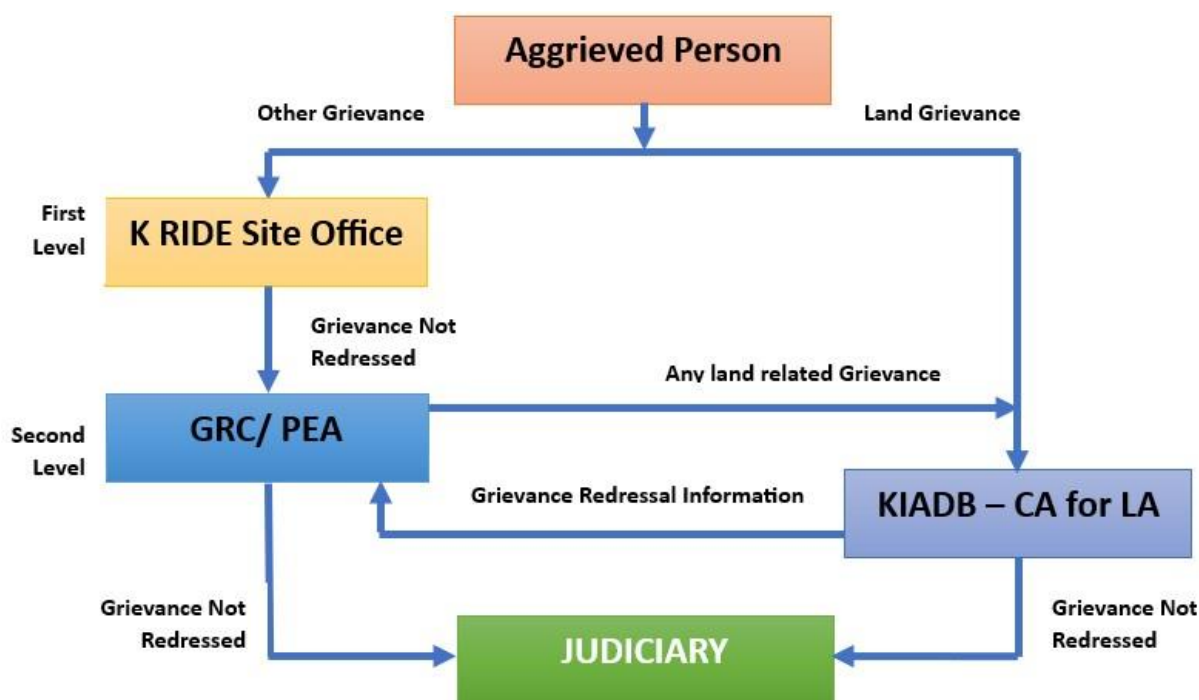


Figure 9: Grievance Redress Process

The main responsibilities of the GRC are:

- to provide support to affected persons on problems arising out of eligibility provided entitlements compensation and assistance provided;
- to record the grievance of the disadvantage community & PAPs and resolve them within the stipulated time frame;
- to report to the aggrieved parties about the development regarding their grievances and decision of K RIDE;
- address problems and complaints arising out of land acquisition and relocation of utilities;

1.20. Resettlement & Rehabilitation Budget

Compensation for loss of private land and structures has been presented as an estimated lumpsum amount in this budget.

The budget presented in table 14 is an estimate of land compensation, additional rehabilitation and resettlement assistance for the project displaced families, cost for implementation of SEP, GAP and cost of engaging the RR implementation and monitoring consultant. This budget is for whole project, including all corridors. This budget will be updated on once the surveys are updated and confirmation of alignment of compensation framework with international standards. The preliminary R&R budget is given in the table below.

Table 14. Resettlement & Rehabilitation Budget

S.No.	Description	Quantity	Rate, ₹	Amount, Million ₹
	Compensation			
1	Land and Structures Compensation (private Land)	1	LS	250
2	PAHs - Residential (TH&NTH)	270		
a	Shifting Allowance	270	30000	8.1
b	Inconvenience Allowance	270	70000	18.9
c	Transitional Allowance	270	170000	45.9
d	loss of Rental Income	166	170000	28.22
3	PAHs - Commercial (TH&NTH)	66		0
a	Shifting allowance	66	35000	2.31
b	business loss allowance	66	170000	11.22
c	Business premises reestablishment allowance	66	100000	6.6
d	Commercial Rental Income	62	340000	21.08
4	PAHs- Residential cum Commercial (TH&NTH)	35		0
a	Shifting Allowance	35	35000	1.225
b	Inconvenience allowance	35	70000	2.45
c	Business loss allowance	35	170000	5.95
d	Business premises reestablishment allowance	66	100000	6.6
5	PAHs - Unsurveyed (TH&NTH)	165		0
a	Shifting Allowance	165	30000	4.95
b	Inconvenience Allowance	165	70000	11.55
c	Transitional Allowance	165	170000	28.05
d	Any other allowances for unsurveyed PAHs	1	LS	25
6	PAHs - Tenants – Residential	166		0
a	Shifting Allowance	166	30000	4.98
b	Inconvenience Allowance	166	70000	11.62
7	PAHs - Tenants – Commercial	62		0
a	Shifting Allowance	62	35000	2.17
b	Business loss allowance	62	170000	10.54
c	Business Premises Reestablishment Allowance	62	100000	6.2
8	PAHs - Employees	64	100000	6.4
9	Slum Dwellers			0
a	Housign support grant	110	500000	55

b	Shifting Allowance	110	35000	3.85
c	Transitional Allowance	110	170000	18.7
d	Rental Allowance	110	100000	11
e	Additional Housing Support Grant	110	500000	55
10	PAHs - Vulnerable Households	217	50000	10.85
11	Replacement of Common Property resources	27	500000	13.5
Gender Action Plan				
12	Implementation of Gender Action Plan	1	LS	5
Livelihood Restoration plan				
13	Implementation of Livelihoods Restoration Plan	1	LS	15
14	Skill Development Training	1	LS	5
Operational Costs				
15	Engagement of RAPPIC (Development of 4 RAPs and Implementation support)	1	LS	75
16	Engagement of External M&E Consultants	1	LS	15
17	Engagement of Mid-Term and Final Audit Consultants	1	LS	10
18	Unforeseen Impacts	1	LS	50
Contingency				
19	Contingencies/ unforeseen items	1	LS	85
TOTAL				697.915
Say				700

The budget is indicative and will change as per the quantum of impacts, as the RAP is developed. The Compensation costs for land and assets are included in this budget; the actuals will be computed by the revenue department/ land acquisition officer of K-RIDE.

1.21. Implementation Schedule

The period for development and implementation of RAP would follow the finalization of designs. As a priority Corridor approach is being followed, the RAP preparation and implementation would need to follow the same approach. As all packages are not taken up concurrently, the RAP preparation and implementation may take about 2 to 3 years. This means RAPs would follow more or less the design finalization schedule. However, consultations, grievance redressal mechanism, monitoring and evaluation will continue throughout the project period. The R&R activities of proposed project are divided in to three broad categories based on the stages of work and process of implementation. The details of activities involved in these four phases are project preparation phase, RAP preparation, RAP implementation phase and Monitoring and Evaluation (M&E) phase.

Table 15. Foreseen Implementation Schedule

Description of Activity	Start Dates for			
	Corridor – 1	Corridor – 2	Corridor – 3	Corridor – 4
SIA / RPF Disclosure	April-June 2024			
Onboarding of RAPIC	August 24			
Consultations with Communities and PAPs	Jan 25	Sep -24	Mar 25	Oct 24
Census and Socio-Economic Survey of the Project Affected Persons (PAPs)	Mar 25	Oct 24	Jun -26	Nov 24

**Bengaluru Suburban Railway Project
SIA Report**

Preparation of RAP	Jul 25	Dec 24	Sep 26	Jan 25
Approval of RAP by EIB and KfW	Nov 25	Jun25	Jan -26	Jul– 25
Issue of ID Cards to PAPs	Jan 26	Sep 25	Mar 26	Oct 25
Disbursement of Compensation Payments	April 26	Aug 25	Jun-26	Jan 26
Relocation of PAPs (if required)	June 26	Oct 25	Sep 26	Apr 26
Monitoring and Evaluation of RAP Implementation	up to 1 year from the date of relocation			
Environmental and Social Audit	Periodically in every quarter			

These are the basic assumptions that will underpin the development of the corridor wise RAPs:

- Activities related to social management will go through different phases which include preparation of draft and final resettlement action plan, public consultations and information disclosure, and disclosure of resettlement plans, land acquisition, payment of compensation and other assistance, grievance redress etc. The resettlement related activities, specifically payment of compensation, will be completed prior to the commencement of civil works and after the completion and approval of RAP. All activities related to assessment of losses and payment of compensation will be completed before project site is handed over to the contractor and the commencement of the civil work constructions. No physical or economic displacement of affected persons will occur until full compensation is paid to at replacement cost and K-RIDE will ensure that compensation is paid prior to the commencement of civil works.
- The RAP preparation and implementation schedule will be synchronized with the civil works implementation schedule.
- The contractor needs to start the work immediately after award of contract, in the stretches/sites where there is government land available. For this, K-RIDE will provide a strip plan to the contractor with the details of sites and locations where land is readily available (where no public encroachment or no private land/ buildings are available), without any encumbrances.
- The bid documents will specify the extent of unencumbered land to be handed over at the time commencement of works and subsequent milestones during which the acquired land will be handed over.
- K-RIDE will strictly follow this land handing over schedule and ensure that land is provided on a timely basis to the contractors. K-RIDE will also plan implementation of RAP in line with procurement and civil work time-table.
- K-RIDE will initiate the land acquisition process at the earliest to complete the same and hand over the un-encumbered land to the contractor in time to start work at the earliest.
- The GC and RAP Monitoring and Evaluation Consultants will certify the status of payment of compensation before taking over the land and hand over to the contractor.
- No resettlement implementation will take place until RAPs are developed and approved by EIB and KfW
- No construction activities and displacement of PAHs will take place before payment of compensation and resettlement and rehabilitation assistance and supplementary provisions and implementation of RAPs.

1.22. Monitoring & Evaluation

Monitoring & Evaluation are critical activities in involuntary resettlement. Monitoring involves periodic checking to ascertain whether activities are progressing as per schedule while evaluation is essentially to assess the performance of PAPs at the end of the project. For this purpose, a monitoring and evaluation (M&E) program is required to be developed to provide feedback to project

management which will help keep the programs on schedule and make them successful. Monitoring and Evaluation of R&R gives an opportunity to the implementation and the funding agency to reflect broadly on the success of the basic R&R objectives, strategies and approaches. However, the objective of conducting M&E is to assess the efficiency and efficacy in implementation R&R activities, impact and sustainability, drawing lessons as a guide to future resettlement planning.

Monitoring will give particular attention to the project affected vulnerable groups such as scheduled castes, scheduled tribes, BPL households, women headed households, widows, old aged and the disabled. RAP implementation will be monitored both internally and externally. KRIDE will be responsible for internal monitoring through their field level officers of Social Management Unit and will prepare quarterly reports on the progress of RAP implementation. K-RIDE will hire an External RAP Monitoring and Evaluation Consultants for regular quarterly monitoring and evaluation. An Independent RAP Audit Consultants will be hired by KRIDE for mid-term and end term final audit of RAP implementation.

1.22.1. Reporting

KRIDE will be responsible for supervision and implementation of the RAP. KRIDE will prepare quarterly progress reports on resettlement activities and submit a copy to Lenders. The Independent RAP Audit Consultants will submit draft and final reports after each audit to KRIDE and Lenders and determine whether compensation has been duly provided to entitled PAPs and resettlement and rehabilitation goals have been achieved, and importantly whether livelihoods and living standards have been restored/ enhanced and suggest suitable recommendations for improvement. Submission of the draft report would be carried out after completion of assignment and the final report should be submitted after receiving feedback from KRIDE and Lenders.

Chapter 2. Introduction

2.1. Background

Bangalore, officially known as Bengaluru, is the capital and the largest city of the Indian state of Karnataka. The current metro area population of Bangalore in 2022 is 13,193,000, a 3.35% increase from 2021. The metro area population of Bangalore in 2021 was 12,765,000, a 3.55% increase from 2020. The metro area population of Bangalore in 2020 was 12,327,000, a 3.74% increase from 2019. Bangalore is the third most populous city and fifth most populous urban agglomeration in India. Located in southern India on the Deccan Plateau, at a height of about 3,113 feet (948.48 meters) above sea level, Bangalore is known for its pleasant climate throughout the year. Its elevation is the highest among the major cities of India.

Bangalore is widely regarded as the “Silicon Valley of India” (or “IT capital of India”) because of its role as the nation’s leading information technology (IT) exporter. Indian technological organizations are headquartered in the city. A demographically diverse city, Bangalore is the second fastest-growing major metropolis in India. Recent estimates of the metro economy of its urban area have ranked Bangalore either the fourth- or fifth-most productive metro area of India. It is home to many educational and research institutions. Numerous state-owned Aerospace and Defense organizations are located in the city. The city also houses the Kannada film industry and is a hub of sporting events. It was ranked the most livable Indian city with a population of over a million under the Ease of Living Index 2020.

Transport in Bangalore consists of several intracity commute modes such as Bengaluru Metropolitan Transport Corporation (BMTC) buses, Namma Metro rail services, taxis and auto rickshaws. At the end of the 2018–19 financial year, Bangalore had more than 80 lakh vehicles registered in the city, the most in India after Delhi²². Over 55 lakh two-wheelers (motorcycles) and 15 lakh cars together make up for close to 85 percent of the vehicles²³. In 2018, Bangalore was reported to have the second highest number of two-wheelers in the country²⁴. Bangalore’s car density (number of cars for every kilometer of road), however, was found to be 149 – much lower than other major Indian cities²⁵. App based rental motorcycles, bicycles and cars are also available for commuting.

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 this period due to rising household incomes. In the absence of adequate public transport system, people are using personalized modes, which is 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.

Hence, to overcome the above issue, Rail Infrastructure Development Company (Karnataka) Limited (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, is entrusted with the responsibility of execution of Bengaluru Suburban Railway Project (BSRP), a new Suburban Railway Project envisaging

²² *The Hindu*. 1 April 2019. Retrieved 15 October 2019.

²³ *Deccan Herald*. Retrieved 15 October 2019.

²⁴ *The Times of India*. Retrieved 17 October 2019.

²⁵ *Business Today*. 25 March 2019. Retrieved 17 October 2019.

construction of 4 dedicated rail corridors in a period of 6 years. It will link Bengaluru to its satellite townships, suburban, surrounding areas and provide a mass rail based rapid transit system.

2.2. Benefits of the Project

The proposed suburban rail project shall have tangible and non-tangible benefits. The project shall contribute to reduce in road traffic and road stress, fuel consumption, air pollution, travel time, vehicle operating cost, accidents and road maintenance. The proposed BSRP shall increase mobility, better accessibility to facilitate the influence area, increase economic stimulation in the micro region of infrastructure, increase business opportunities, improve aesthetics and image of the city. Overall, the BSRP shall change the transportation face of Bangalore city. Various positive comments received from the community during baseline socio economic survey, random survey done among the probable users of the BSRP and consultation had with the cross section of the society is summarized below²⁶:

- The project will provide better connectivity between the suburban areas of Bengaluru with the city centers of Bengaluru, which will control the concentration of settlements in the city centers.
- Lower income families can stay in affordable houses in suburban areas of Bengaluru and commute to the city for their source of livelihood at affordable travel cost, which will have control on developing new slum settlements also.
- Travel time reduces as suburban railway project caters the people from the outskirts of the city without traffic block. People believe that suburban railway project will enhance the aesthetic looks of the city, as the migration to city centers would be reduced.
- People do not have any problem in surrendering their land and assets if better rates are given for their affected assets. The proposed suburban railway project would be an efficient and effective transport facility for the people settled in the outskirts of the city for their day-to-day travel. It will also reduce air pollution, save fuel and road accidents.
- The proposed suburban railway project will lead to diverse ways of livelihood opportunities for people and also savings on their expenditure on day-to-day travel. People told that, due to the high expense on the travel cost and time delay they are compelled to stay in city in unhygienic atmosphere. Once the BSRP is operational they can move to the outskirts and travel for their work.
- The BSRP would be a reliable mode of transport with high safety to the vulnerable sections of the society, hence the mobility of women would be increased. Women in Indian scenario need to travel along with aged parents (medical purpose) or with minor children, travelling in public bus will always be difficult for them. They feel that the BSRP will be a more comfortable travel mode for them.
- The suburban railway project will provide more livelihood opportunities for small and marginal farmers, those who cultivating vegetables, fruits and flowers in the outskirts of the city, as suburban railway project will provide good access to these people to the market for their produces.
- Few households based small poultry farmers shared their opinion that, the BSRP may give better opportunities for them also, as there is a high demand for country hen egg in Bangalore city but taking the eggs in buses are always risky.
- The women face a lot of difficulties while travelling on public buses. However, they feel that Suburban railway would be a safe mode of transport for them. The women demanded for

²⁶ During these preliminary surveys and consultations some persons did not fully cooperate and some persons did not participate in the survey/ consultations process. The key reason for this is the non-disclosure of Compensation and Resettlement and Rehabilitation Entitlements related information, as it was not ready and approved by then.

separate coach reserved for them on the train, at least in peak hours and guarded coach in late evenings and early mornings.

- The business (mainly the developers) groups found to be very enthusiastic because they feel that the proposed project will bring a lot of business opportunities for them.
- An above average bus services and a partly functioning metro have not been able to reduce traffic snarls. Hence a mass transit system like sub urban railway is necessary for Bangalore.
- The bus and metro services simply cannot move a city of over one crore people. Hence a mass transit system like sub urban railway is necessary for Bangalore.

2.3. Project Area

The project is in Bangalore urban and Bangalore rural districts of Karnataka State. The villages falling within 5 Km radius of the project corridors (based on the connectivity to the upcoming stations) are considered as project influence villages. Around 186 villages are in 5 KM radius of the project corridors. The list of the villages falling 5 Km radius of the project corridors and the project corridors shown on google imagery with 5 Km radius is given as Annexure A.

2.3.1. Bangalore Urban District

Bengaluru urban is the most populous district in Karnataka with a population of 9,621,551 and density of population 4,381 (people per sq. km). Scheduled Castes and Scheduled Tribes make up 12.46% and 1.98% of the population. Bengaluru is the most urbanized district with 90.9 percent of its population residing in urban areas. It is surrounded by the Bengaluru Rural district on the east and north, the Ramanagaram district on the west and the Krishnagar district of Tamil Nadu on the south.

The Human Development index (HDI) is 0.753 which is the highest in the state. The sex-ratio is 916 females for every 1000 males which is the lowest in the state. The district has a literacy rate of 87.67 %. 44.14 % of the citizens in the district considers themselves as workers. Out of them 90.85 percent of them consider themselves as main workers while the rest are marginal workers. Only 3.71 percent are engaged in Agricultural sector. Work participation rates for Male and Female population are 73.36 and 26.64 respectively. The female work participation rate is the lowest in the state.

The Bengaluru urban district is divided into four taluks namely: Bengaluru North (Bengaluru), Bengaluru South (Kengeri), Bengaluru East (Krishnaraja Pura) and Aneka. The taluks are further divided into 17 hoblis, 668 villages, 9 municipal corporations. To ease out the administrative activities some of the areas of Bengaluru North Taluk – in and around Yelahanka have been organized as Bengaluru North (Addl) Taluk.

Bengaluru North: It contains 199 villages and 6 towns in an area of 486 Sq km. It has a population of 352,420 with 85,722 households. Male and female population are 185,978 and 166,442 respectively. The sex ratio is 895. 71.49% of the people are literate in the area. Out of 77 villages in North Bengaluru Taluk which are within 5 kms of the project corridors, under Kasaba Hobli are 46 villages, Kasaba-1 Hobli are 4 villages, Kasaba-2 Hobli are 4 villages, K R PURA-2 Hobli is 1 village, Yeshwantpur Hobli has 3 villages, Yeshwanthapura-1 Hobli has 6 villages, Yeshwanthapura-2 Hobli has 10 villages, Dasanapura-1 Hobli has 7 villages, Yelahanka Hobli have 1 village, Yelahanka -1 Hobli has 6 villages, Yalahanka-2 Hobli has 6 villages, Yalahanka-3 Hobli has 5 villages.

Bangalore South: It contains 103 villages and 3 towns in an area of 341.32 Sq km. It has a population of 205,274 with 51,094 households. Male and female population are 109,255 and 96,019 respectively. The sex ratio is 879. 69.25% of the people are literate in the area. Out of the 35 villages in South Bengaluru Taluk which are within 5 kms of the project corridors, under Uttarahalli-1 Hobli 3 village,

Bengaluru Suburban Railway Project SIA & RPF Report

Uttarahalli-4 Hobli 7 villages, Begur-1 Hobli 5 villages, Begur-3 Hobli 3 villages, Kingery Hobli 1 village, Kengeri-1 Hobli 6 villages, Kengeri-3 Hobli 1 village, Kengeri-4 Hobli 3 villages, Uttarahalli Hobli 3 villages.

Bangalore East: The 76 villages in East Bengaluru Taluk which are within 5 kms of the project corridors are in K.R. PURAM Hobli 1 village, KR Pura-1 Hobli 9 villages, KR Pura-2 Hobli 11 villages, Varthur-1 Hobli has 17 villages, Marathahalli Hobli has 7 villages, Bidarahalli Hobli has 1 village, Bidarahalli-1 Hobli has 2village, Bidarahalli-2 Hobli have 1 village, Bidarahalli-3 Hobli has 3 village, Mahadevapura Hobli has 2 village, Kengeri Hobli has one village.

Anekal: Anekal is a major town and taluk of Bengaluru Urban district and is in the suburban of Bengaluru city, approximately 36 km from Bengaluru Centre and around 15 km from Hosur and Electronics City. As per Census 2011, there are 8 towns and 227 villages within Anekal Taluk. Total population is 517,575, of which 282,006 are male and 235,569 are female. Population of Anekal in 2021 is 641,793. Literate people are 369,912 out of 217,359 are male and 152,553 are female. Total workers are 256,859 depends on multi skills out of which 188,471 are men and 68,388 are women. Total 22,615 Cultivators are depended on agriculture farming out of 18,237 are cultivated by men and 4,378 are women. 17,469 people works in agricultural land as a labour in Anekal, men are 10,620 and 6,849 are women.

2.3.2. Bangalore Rural District

Bengaluru rural was separated in 1983 from the Bengaluru district. In 2007, the district was further bifurcated to rural and Ramanagara district. Now, it has a geographical area of 2,298 sq. km stretched between the latitudinal parallels of 12 15' N and 13 35' N on the one hand and the longitudinal meridians of 77 05' E and 78 E on the other. It has a population of 990,923 which is 1.6% of the total population of the state. 431 people reside in every sq. km of the region. There are 946 females for every 1000 males in the state. Literacy rate is 77.9% holding the 9th place in the state.

It is located in the South-Eastern corner of state having an elevation of 600 to 900 metres from sea level to ranges of hills stretching northwards with peaks and some hills spreading towards Nandi Hills in the Urban district. The Arkavati, the Kanva and the Dakshina Pinakini are the tributary Rivers which flow through the District from North to South.

The district grows crops such as ragi, rice, groundnut, sugarcane, castor, grapes, mulberry, etc. Weaving and wine production are also a major occupation for the people residing in the area. Non agro based industries involved in activities like rearing of silkworms, and production of silk is also prevalent. The district is divided into four taluks: Doddaballapura, Devanahalli, Hosakote and Nelamangala. Taluks are further into 17 hoblis, 973 inhabited and 79 uninhabited villages, 5 towns and 98 Gram panchayats. 9 villages are coming under the 5-kilometer radius under these 5 hoblis.

Education: Bangalore, which is famous as the Silicon Valley of India, is also a major educational hub of India. The literacy rate of Bangalore in the urban and rural district is 88.61% and 78.21% respectively. The districts have higher rate than the state of Karnataka which stands at 75.60%. This may be due to the availability of schools every two kilometers and also higher education institutes being built in the districts. It crossed the other metropolitan cities like Delhi and Mumbai in global lists and stood at the 81st place in 2014. Bangalore is an attractive city with a moderate climate, ease of living (ranked first in 2020), and a diverse culture with more than half the city consisting of migrants. The cost of living and education fees are also affordable making the city a hub for students.

Bengaluru Suburban Railway Project SIA & RPF Report

Health: Karnataka's health indicators according to census 2011 shows that it is at a better position in many parameters compared to India on an average. It has a crude birth rate and death rate of 18.8 and 7.1 respectively, India has a birth rate of 21.8 and 7.1 respectively. The infant mortality rate is 35/1000 as opposed to 44/1000 in India on an average. The growth rate of the population is 11.7 whereas India on an average grows at the rate of 14.7%. In Karnataka, 71.60 births are attended by skilled personnel, whereas India on an average only has 52.3% births attended. Karnataka has a three-tier rural health system consisting of primary (Sub-Centre (SC) for every 5,000 people), secondary (Primary Health Centre (PHC) for every 30,000 people) and tertiary health (one Community Health Centre (CHC) for every 100,000 people) systems. In 2010, Karnataka had a total of 919 hospitals and 63,741 beds as a part of the public health system. Of these, 468 were hospitals in rural areas with a total of 8,010 beds, and 451 were hospitals in urban areas with a total of 55,731 beds. In rural areas, this system has a surplus of facilities according to the 2011 census but in Urban areas the system is not very effective making private sector hospitals cater to even the poorest of the people making healthcare expensive. Bengaluru has several Government hospitals that make it stand out even among the private hospitals. These hospitals provide affordable health care paired with high quality treatments. These hospitals are managed by municipal corporation of the city and other charities. Some reputed ones are: Bengaluru Baptist hospital, Victoria hospital, Kidwai institute of oncology and Sri Jayadeva Institute of Cardiovascular Sciences & Research.

Human immunodeficiency virus (HIV), according to the reports of Karnataka State AIDS Prevention Society (KSAPS), Karnataka has an HIV positivity rate of 0.63% in 2019 which dipped from 0.73 in 2018. As on 31st January 2022, there are 3,809,467 confirmed covid cases in the state out of which 3,770,469 have recovered and 38,998 have deceased. There are 244,331 currently active covid cases with a positivity rate of 17.11%. As of 31st January 2022, Bengaluru rural district has vaccinated 818,654 people achieving 100% fully vaccinated status. Bengaluru urban has vaccinated 8,557,476 people and has achieved an 84% vaccinated status.

Transport (Intracity): Bengaluru is well connected within the city through city buses, metro and taxi and rickshaw services. According to a report by Global Mobility Monitor Network, the roads of Bengaluru run for 10,200 kilometers throughout the city with a road density of 8.2 km which is substantially lower than Delhi which could be one of the reasons for traffic.

Bus: The state run, Bengaluru Metropolitan Transport Corporation (BMTC) buses connects every corner of the city. As of September 2019, there are about 6023 buses which is 0.1% of vehicle population with 35.8 lakh daily commuters. It has 3 major (Kempegowda Bus Station, Krishna Rajendra Market Bus Station and Shivajinagara Bus Station), 35 minor bus stands and 11 TTMCs in various locations in the city and suburban. Non-AC buses are named "Bengaluru Sarige" and Non-AC minibuses are "Samparka". Normal AC buses as "Vajra", while Airport bound AC buses as "Vayu Vajra". There are also Bus Priority Lane buses as "Nimbus". The services also offer weekly, monthly, and yearly passes.

Taxi: The city has an organised cab service with 1.66 lakh vehicles in November 2018, having doubled from 2015 due to app-based taxi hailing apps like Ola and Uber. Prior to app based taxis, the state had services like Meru Cabs, KSTDC and Mega Cabs, out of which KSTDC Cabs were exclusively for airport commuters. There are also bike taxis which were deemed illegal by the state recently.

Metro: Namma Metro translating to "our metro" is Bengaluru's city metro service which started running from 2011. As of 2019, it has 40 stations with more under planning running for 42.3 kms. The Metro has six-car (capacity 2002) and three-car trains (975) respectively. The average daily ridership was reported to be 4.5 lakh in 2019. The peak hours are said to be crowded though there are more trains running during the time period. Traffic congestion is seen in the areas surrounding the metro station due to inefficient last mile connectivity.

Private Vehicles: There are 80 lakh vehicles registered in the city which is the most in India after Delhi. Over 55 lakh two-wheelers (second highest in the country in 2019) and 15 lakh cars together make up for close to 85 percent of the vehicles. Rental car and bike services are also available in the city.

Auto Rickshaw: Usually used by commuters travelling short distances. The auto services don't use meter and are believed to be expensive. Bengaluru has 1.94 lakh auto rickshaws, out of which more than 25,000 are two-stroke rickshaws as of January 2019. Two-stroke rickshaws are said to be polluting due to smoke and the noise created. Ola and Uber have also added auto as a part of their service in 2014 (ola) and 2018 (Uber).

Transport (Intercity Connectivity): The city is well connected to neighboring cities by buses and railways, and neighboring states and cities in India by railways and air. The airport in Bengaluru also has direct flights to major cities abroad.

Bus: The Karnataka State Road Transport Corporation (KSRTC) runs intercity buses from and to Bengaluru from neighboring states and cities. Air conditioned Airavat buses were also launched which were manufactured majorly by Volvo, Scania and Mercedes-Benz. According to a report in 2012 made by the times of India, KSRTC, NWKRTC, KKRTC and other states' RTCs run 6000 buses. There are also 2,000 private buses running from Bengaluru to other cities. Major bus stations are: Kempegowda Bus Station (Majestic Bus Station), Mysuru Road Bus Station, Basaveshwara Bus Station (Tumakuru Road Bus Station), Atal Bihari Vajpayee TTMC (Shantinagara Bus Station), and Krishna Rajendra Market Bus Station (Kalasipalya Bus Station).

Airport: Bengaluru hosts India's third busiest airport. The current airport is situated 40 kms away from the central city connected through the NH44. The old airport now known as "HAL airport" was replaced due to heavy air traffic and expansion constraints.

Railways: Bengaluru is part of the southwestern railway zone and connects various cities through the railway networks. There are four major railway stations in Bengaluru: Bengaluru City Railway Station, Bengaluru Cantonment Railway Station, Yesvantpur Junction Railway Station, and Krishnarajapuram Railway Station).

2.4. Project Corridors

The following are the four corridors. The system map of the Bengaluru Suburban Railway Project Corridor is shown in Figure below:

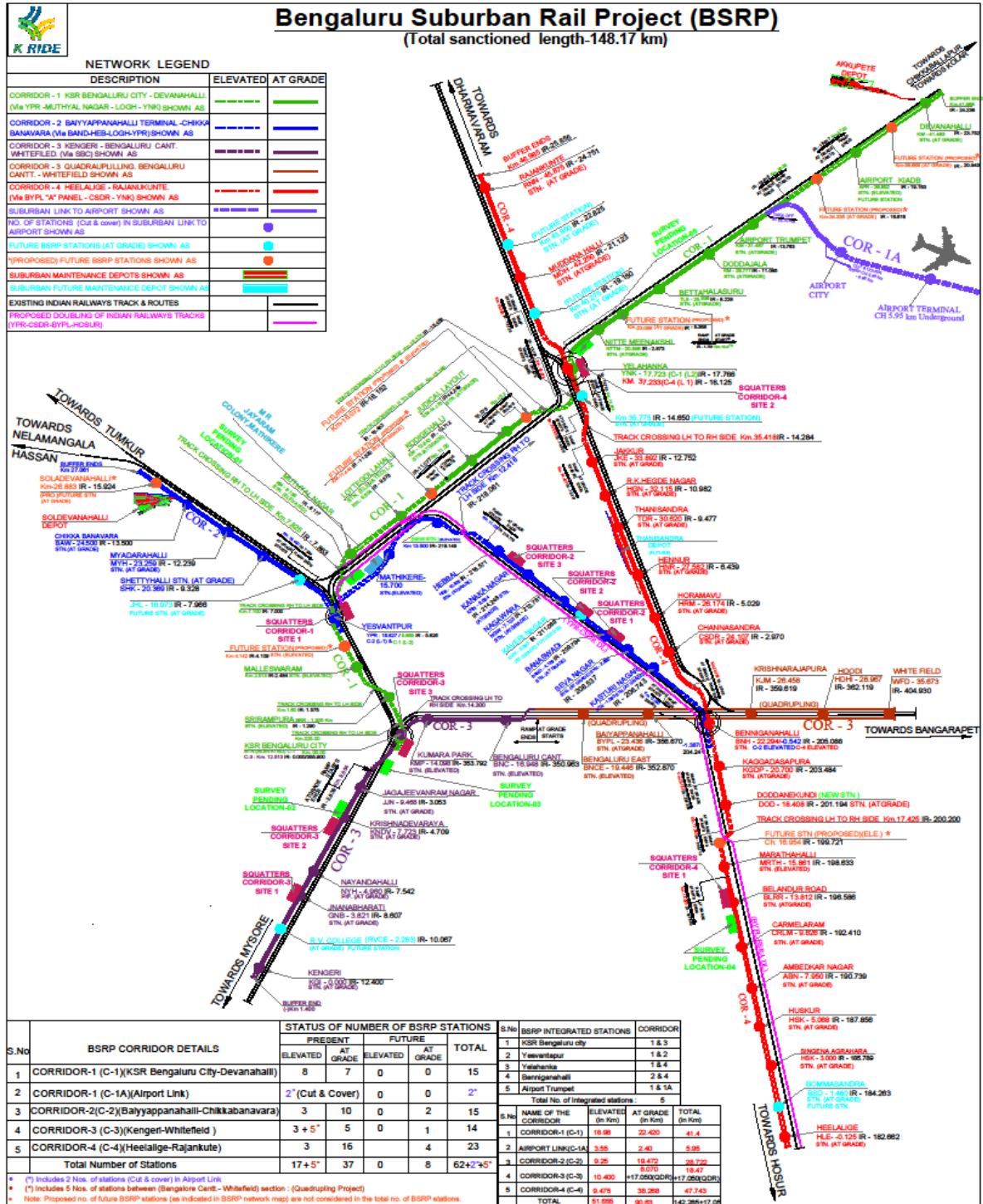


Figure 10: System Map of the Bengaluru Suburban Railway Project Corridors

2.4.1. Corridor – 1: KSR Bengaluru City to Devanahalli

Total length is 41.43 kms out of which elevated section is 18.98 km and at-grade is 22.42 kms. Stations on Corridor-1 are 15 out of which 8 stations are elevated including one future station and 7 Stations are at-grade. The minimum width of the corridor is 16.5 meters; however, it will vary based on the at-grade/ elevated and cutting/ filling locations. Presently, the alignment is under finalization, and the design will be finalized after the alignment is finalized. Once the Engineering Procurement

**Bengaluru Suburban Railway Project
SIA & RPF Report**

Construction (EPC) Contractor checks the feasibility of the alignment, the designs will be finalized and approved. Some preliminary census and socio-economic surveys were conducted for this corridor. Once the designs are approved the surveys will be updated and the corridor wise RAPs will be developed in accordance with the procedures given in the SIA.

Corridor 1A: Airport line: The total length is 5.95 Km out of which 3.55 Km is elevated 2.4Km is at grade. There are two stations in the airport line. The minimum width of the corridor is 16.5 meters; however, it will vary based on the at-grade/ elevated and cutting/ filling locations.

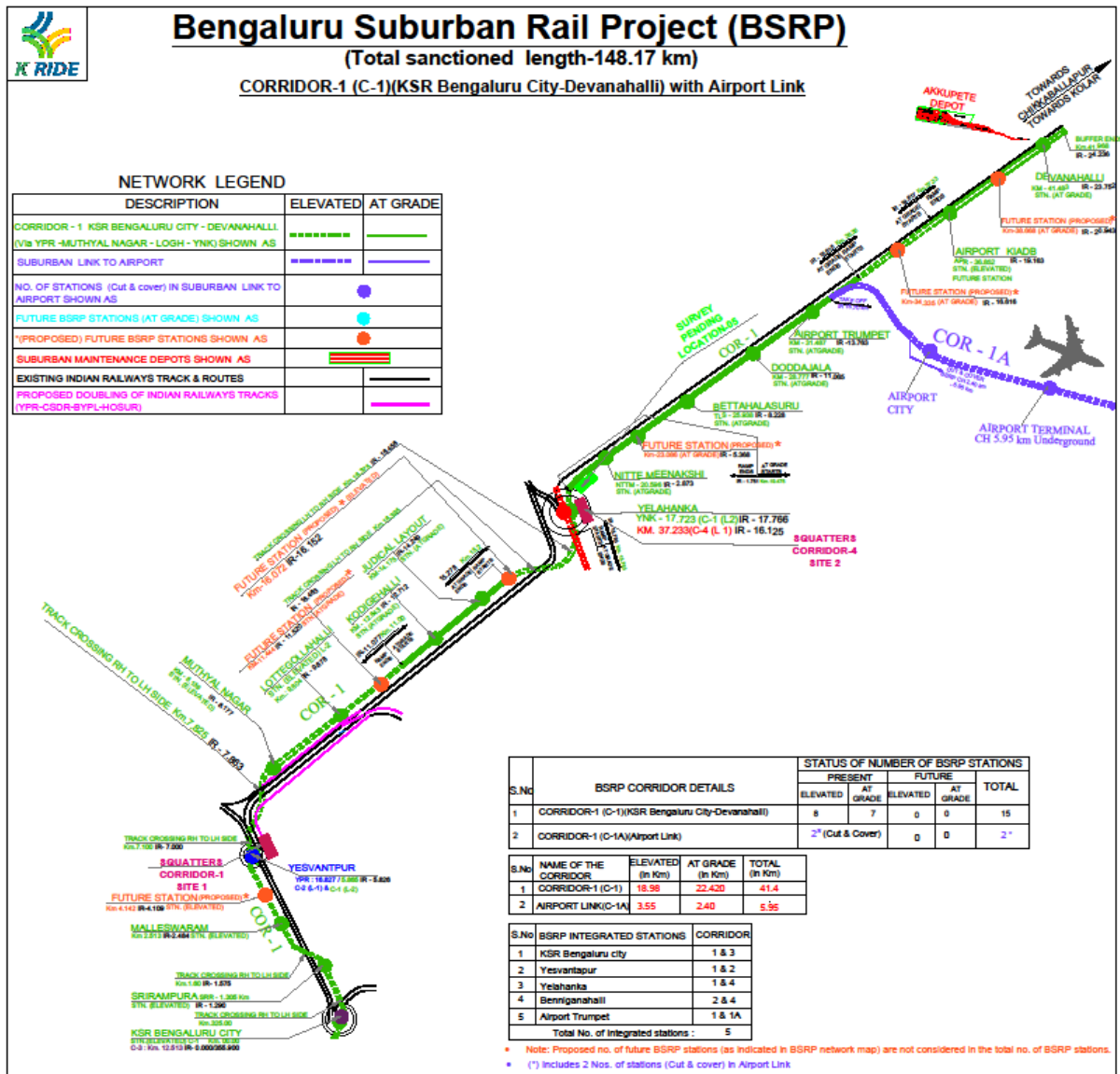


Figure 11: System Map of Corridor - 1

2.4.2. Corridor – 2: Baiyappanahalli Terminal to Chikkabanavara:

Total length is 28.72 km out of which elevated section is 9.25 km and at-grade is 19.47 km. stations on Corridor-2 are 15, out of which 10 stations are at-grade including 3 elevated and 2 future stations. The minimum width of the corridor is 16.5 meters; however, it will vary based on the at-grade/ elevated and cutting/ filling locations. For this corridor the alignment is finalized. The designs are being submitted by the EPC Contractor section wise and are nearing finalization and approval. Some preliminary

**Bengaluru Suburban Railway Project
SIA & RPF Report**

vary based on the at-grade/ elevated and cutting/ filling locations. Stations on C-3 are 14 out of which 3 stations are elevated and 10 stations are at-grade including one future station and 05 stations are in quadrupling section. The alignment for this corridor is yet to be finalized. Some preliminary census and socio-economic surveys were conducted for this corridor. Once the designs are approved the surveys will be updated and the corridor wise RAPs will be developed in accordance with the procedures given in the SIA.

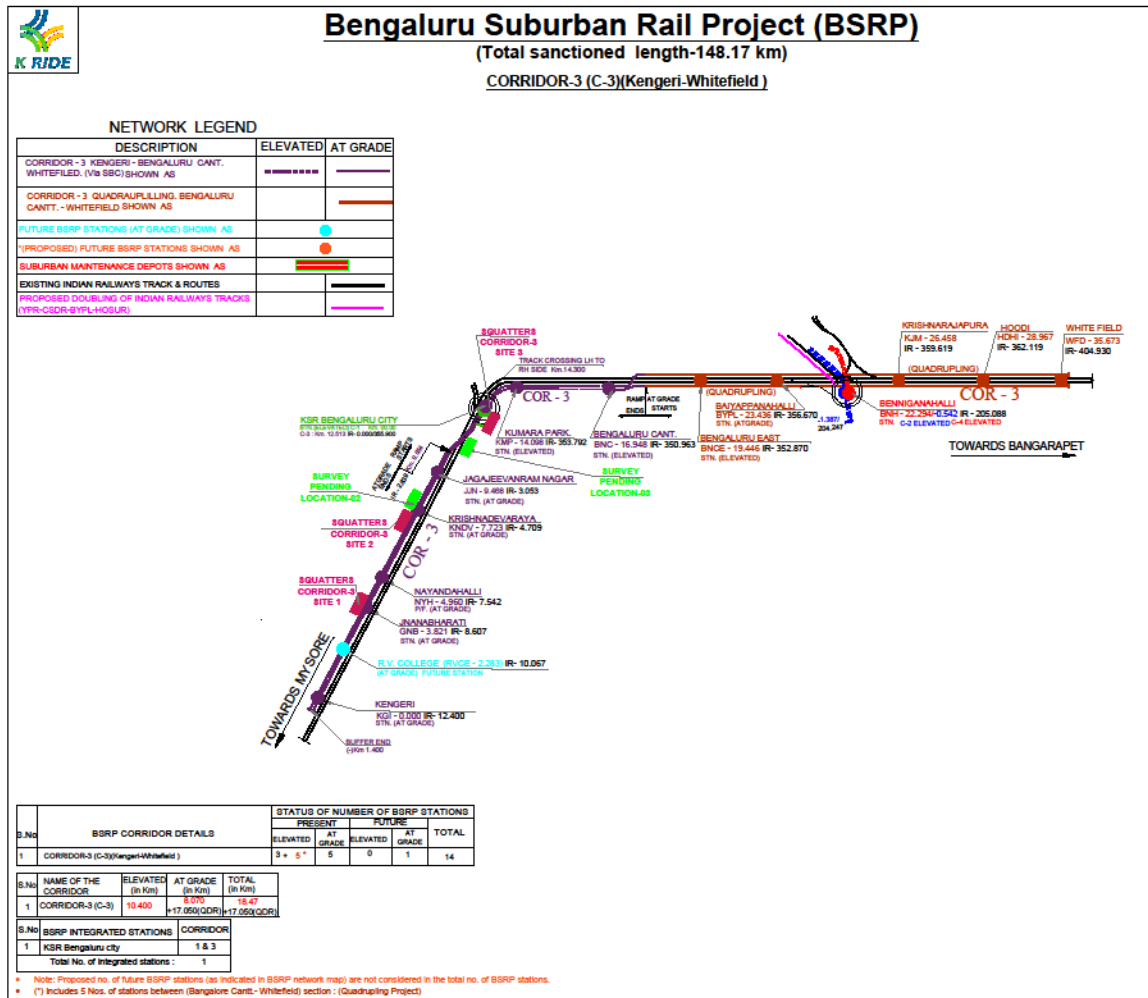


Figure 13: System map of Corridor - 3

2.4.4. Corridor – 4: Heelalige to Rajanukunte:

Total length is 47.74 km out of which elevated section is 9.48 km, at-grade is 38.27 km. Stations on C-4 are 23 out of which 3 stations are elevated and 16 stations are at-grade, including four future stations. The minimum width of the corridor is 16.5 meters; however, it will vary based on the at-grade/ elevated and cutting/ filling locations. The alignment is finalized for this corridor. The designs are yet to be finalized. Some preliminary census and socio-economic surveys were conducted for this corridor. Once the designs are approved the surveys will be updated and the RAP will be developed in accordance with the procedures given in the SIA.

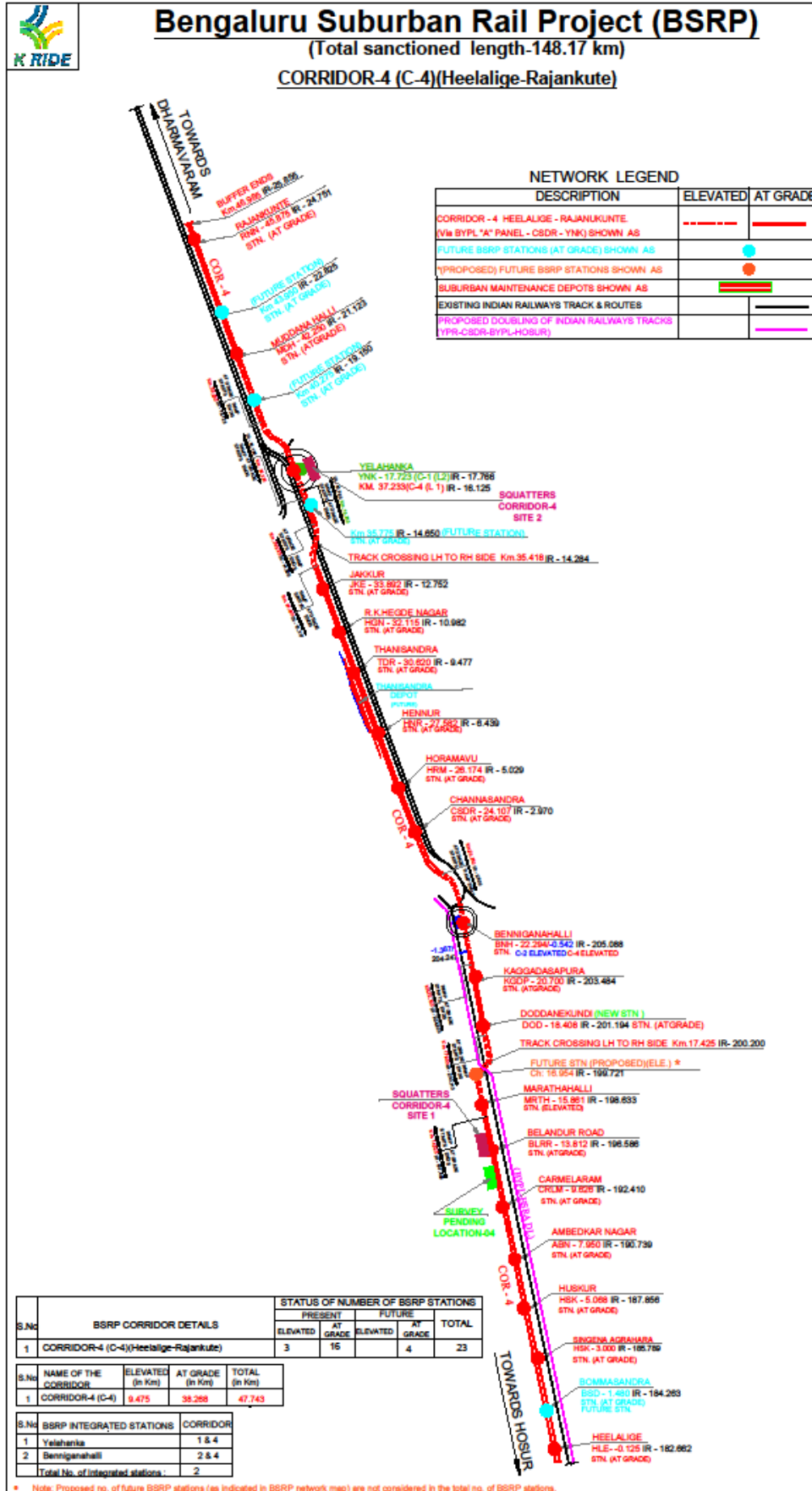


Figure 14: System Map of Corridor - 4

**Bengaluru Suburban Railway Project
SIA & RPF Report**

Table 16. Salient Features of Corridors

S. No.	Item Description	Corridor 1		Corridor 2	Corridor 3		Corridor 4
		KSR Bengaluru City to Devanahalli	Airport Line	Baiyappanahalli Terminal to Chikkabannavara	Kengeri to Cantonment	Cantonment to Whitefield	Heelalige to Rajanukunte
1	Length of corridor (Km)	41.43	5.95	28.72	18.47	17.05	47.74
2	Length of elevated section (Km)	18.98	3.55	9.25	10.40	0.00	9.48
3	Length of At- Grade section (Km)	22.42	2.40	19.47	8.07	17.05	38.27
4	Number of stations	15	2	15	9	5	23
5	No. of Elevated stations	8	2 (cut & cover)	3	3	0	3
6	No. of At-Grade stations	7		10	5	5	16
7	No. of Future Stations	0		2	1	0	4
8	No. of Interchange stations	3	Airport line	2	1	Quadrupling section	1
9	No. of Existing ROB on the corridor	10		6	3		6
10	No. of Existing FOB on the corridor	6		3	5		0
11	No. of Existing LCs on the corridor	10		11	3		11
12	No. of LCs' under sanction for RUB/ROB	1		2	1		2
13	No. of Existing LCs to be eliminated in At- Grade locations	6		7	1		11
14	No. of LCs where Suburban track is elevated	3		3	1		1
15	Private Land required (Vacant / Built-up), Ha	4.90		2.07	8.39		16.31
16	Private land required for Depots (Devanahalli and Soladevenahalli), area in Ha						25.21
17	Temporary Land Requirements	The EPC contractor will identify temporary land requirements for workers camps, stores, yards, etc. and enter into rental/ lease agreements with land owners. These lease agreements will be submitted to the promotor. Presently, the designs are under process, once these are approved, temporary land requirement for working space will be assessed, impacts due to such temporary land requirement will be included in the respective RAPs.					

Source: Feasibility Report prepared by RITES Consultant for BSRP Project in 2019 & Design updation as on 25.11.2023.

Note: On Corridor – 3, the stretch of Bengaluru Cantonment to Whitefield of 17.05 km is not taken up for the study since Quadrupling is in progress and on completion the same will be merged with Sub-urban system. However, 5 stations are identified on this stretch and all the 5 are existing stations.

2.5. Public Purpose of the Project

Section 2 (1) of RFCTLARR Act 2013 states that the land may be acquired only for the public purpose. The public purpose mentioned in the Act includes Defense and national security; roads, railways, highways, and ports built by government and public sector enterprises etc. KRIDE has been created to boost “Rail Infrastructure Projects” in the state of Karnataka on the principle of cooperative federalism. Currently, the joint venture has been mandated with the critical responsibility of executing the flagship Bengaluru Suburban Rail Project (BSRP) and two large doubling projects. Being a Government of India and Government of Karnataka undertaking²⁸, KRIDE falls into the category of public sector enterprises mentioned above. Also, the primary objective is to implement Rail Infrastructure Projects including the proposed Bengaluru Suburban Rail Project (BSRP) to meet the transport requirement of Bangalore. The land acquisition is to support the operation of the proposed suburban rail project, thus serving the public purpose.

2.6. Land Acquisition and Resettlement

Land is mainly required for railway line (including Route Alignment), Station Building and Depots. The private land acquisition is unavoidable, if project has to be completed. The acquisition of land for the proposed project involves relocation of shops and hutments²⁹ along the corridor. Compensation for land acquisition, resettlement and rehabilitation shall be considered as per Right to Fair Compensation and Transparency in land acquisition, Rehabilitation and Resettlement Act, 2013(RTFCTLARR Act), KI-ADA and World Bank (WB) Environmental and Social Standard (ESS) 5 “Land Acquisition, Restrictions on Land Use and Involuntary Resettlement”.

BSRP alignments predominantly are located within the railway /government land along the existing railway line (the required land width for BSRP is 16.5 meters; however, it will vary based on the at-grade/ elevated and cutting/ filling locations), corridor wise length of private land acquisition sections is shown in figure below. But, at certain locations (wherever railway land is not sufficient to accommodate the design) private land acquisition has been proposed. This SIA report has been prepared based on the draft engineering design prepared by the KRIDE through their technical consultant, M/s RITES in the year 2019; presently the EPC Contractor is presenting the detailed designs to the promoter which are being reviewed for approval. With regard to alignment and designs a) for Corridor 1, alignment is under finalization and designs will be finalized after the alignment is finalized, b) for Corridor 2, alignment is finalized and designs are being submitted by the EPC Contractor, c) for Corridor 3, alignment is yet to be finalized, and d) for Corridor 4, alignment is finalized and designs are yet to be finalized. The alignment and designs are being finalized priority wise, i.e., Corridor 2 First Priority, Corridor 4 Second Priority, Corridor 1 Third Priority and Corridor 3 Fourth Priority.

The minimum width of the alignment is 16.5 meters, however it will vary based on the at-grade/ elevated and cutting/ filling locations. The land acquisition plan has been prepared based alignment plans. Out of the four-project corridors the land acquisition plan (The land acquisition plan has generally been prepared after the joint site measurement by the land acquisition officers and the requisition authority, here it is KRIDE, the plan provides the information on the name of the land owner, survey

²⁸ K-RIDE is a Joint venture of Government of Karnataka and the Ministry of Railways.

²⁹ Small semi-pucca and kutcha dwellings.

number wise exact area to be acquired for the project, classification of the affected land etc.) has been prepared for corridor -2 and the land acquisition plan for the remaining corridors are in process. The land acquisition estimates given in this report are based on the draft design report prepared by the M/s RITES for Corridor 1,3 and 4 and the details obtained from the land acquisition team of KRIDE for Corridor 2. The exact ownership for Corridors 1,3 and 4 could be identified only after the preparation of the land acquisition plan by the land acquisition team of the KRIDE. 56.88 Ha of private land would be acquired for this project, corridor wise private land acquisition details is presented in table below. However, no agricultural land is affected by the project.

Out of the total private land to be acquired, 2.07 Ha of land has been acquired for Corridor 2 and compensation for loss of land paid to 164 owners out of total of 267 The R&R assistance will be paid after preparation of RAP. The payment of compensation was imitated from the beginning of 2023. The compensation was calculated as per the KIADB Act at replacement cost. The compensation paid includes replacement cost of land and structures fixed to it. Based on the construction schedule, K-RIDE would give these land owners 3 months’ notice to vacate the land and move. The R&R assistance will be paid before the notices move are given. Private land is yet to be acquired for other Corridors. Length of the project corridors, length of private Land Acquisition free stretches and length of private Land Acquisition stretches is shown (based on the assessment done by the SIA team) in figure below.

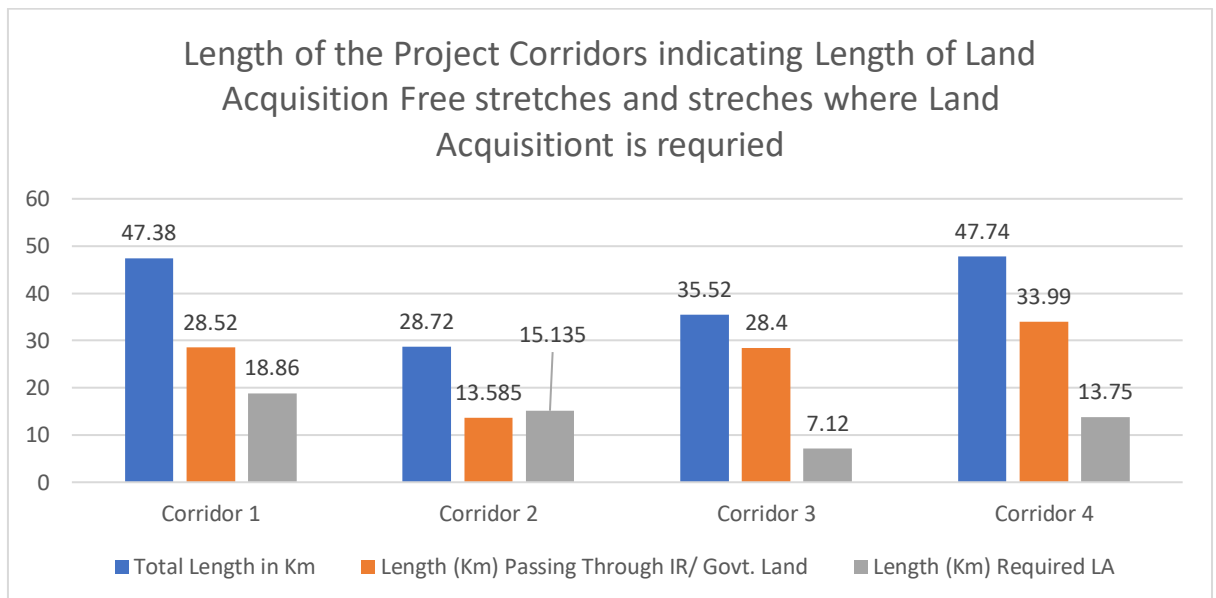


Figure 15: Corridors - Land Acquisition Free stretches & Land Acquisition Stretches

Note: The Corridor 1 length includes Airport Connectivity of a length of 5.95 Km.

The promotor adapted the mitigation hierarchy (Anticipate and Avoid, Minimize and Reduce, Mitigate, and Offset) by optimizing the designs to keep land requirements to the barest minimum possible by utilizing the government/ railway land.

The proposed BSRP requires acquisition of land permanently for stations, depots and running corridor sections. Both government and private land will be acquired for the project. About 8.66 Ha of State Govt. land, 145.30 Ha of Railway land, 18.62 Ha of forest land and 56.88 Ha of Private land are required for the proposed project. The railway land would be transferred to KRIDE for a nominal fee of INR 1/Acre. The details of the same are given in civil engineering section in the FPR. About 222.64 Ha is required for the proposed project corridors, depots and Stations. The land requirement is summarized in the Table below:

Table 17. Land Requirements for Depots, Running Sections and Stations

S.No.	Corridor/ Depot	Government Land, Ha					Private Land, Ha	Total
		Railway Land	GoK Land	Forest land	Other Govt. Land	Total Govt Land		
1	Corridor- 1	46.80	0.83	0.00	0.00	47.62	4.90	52.52
2	Corridor- 2	34.70	2.83	0.00	3.63	41.16	2.07	43.23
3	Corridor- 3	17.05	1.03	0.00	0.00	18.09	8.39	26.47
4	Corridor- 4	46.75	1.94	0.00	0.00	48.69	16.31	65.00
5	Depot – 1 (Devanahalli)	0.00	2.03	18.62	0.00	20.65	4.16	24.81
6	Depot – 2 (Soladevanahalli)	0.00	0.00	0.00	0.00	0.00	21.05	21.05
7	Total	145.30	8.66	18.62	3.63	176.21	56.88	233.09
8	Percentage	62.34%	3.71%	7.99%	1.56%	75.6%	24.4%	

Source: BSRP – Feasibility Report & Details from Land Acquisition team

The proposed Bengaluru Suburban Rail Project requires land. This requires acquisition of land permanently for stations, depots and running corridor sections. Both government and private land will be acquired for the project. The acquisition of land for the project will displace people from their homes, livelihood bases, and business bases. Efforts have been made to keep land requirement to the barest minimum by so choosing the alignments that the acquisition of private property is minimal. The project would acquire a total of 233.09 Ha land. Out of this, 145.30 Ha is railway land, 18.62 Ha is forest land, 8.66 Ha is state government land, 3.63 is other types of government land and 56.88 Ha is private land. The 18.62 Ha of forest land (and 2.03 Ha of government land and 4.16 Ha of private land) is used for the Akkupete village depot and 10.60 Ha of private land is used for Soladevanahalli Depot. The railway land would be transferred to KRIDE for a nominal fee of INR 1/Acre. The details of the same are given in civil engineering section in the FPR. About 222.64 Ha is required for the proposed project corridors, depots and Stations. Preliminary details of the affected households are given below:

Table 18. Preliminary Project Affected Households

S.No.	Project Affected Households	C1	C2	C3	C4	Total
A	Affected PAH – Titleholders Owners	94	267	106	150	617
B	Affected PAHs- non-Title holders -squatters	34	44	43	26	147
C	Affected PAHs- non title holders -Slum dwellers	0	109	0	0	109
D	Affected PAH - Tenants (These are tenants living in the properties of titleholders)	11	156	31	30	228
E	Affected Households, details not received/ provided	33	0	63	69	165
F	Affected Workers in affected business	0	2	0	0	2

	Total	172	578	243	275	1268
G	Number of displaced employees in residential buildings	9	11	27	17	64

2.6.1. Structures Affected

Out of the total 649 affected structures identified; 332 are residential, 77 are commercial, 48 residential cum commercial buildings and 27 are Common Property Resources (CPRs); while 165 have not responded. The table below indicates the impact of project on the different types of structures i.e. residential, commercial, residential cum commercial and other minor structures, such as portion of boundary wall, toilet, car shed, lean to roof etc. Out of these, 282 structures are fully affected and 202 are partially affected.

A total of 85 structures are affected in Corridor-1, 289 structures are affected in Corridor-2, 135 structures are affected in Corridor-3 and 140 structures are affected in Corridor 4. In all the corridors the majority of affected structures are the residential, i.e., 51.16%. The ownership status would be known only after the joint measurement is conducted by the land acquisition team of BSRP and a Joint Measurement Certificate is issued. Photographs of the major structures (Residential, and residential cum commercial) and CPRs are attached as Annexure C (except for Corridor 2, as it is resurveyed and photographs are yet to be taken) The identification of structures for Corridor-2 is based on available design, which is under finalization, while for other corridors the alignments/ designs are yet to be finalized, and therefore results presented in the table should be considered preliminary for all corridors.

Table 19. Number of Affected Structures

Partially & fully affected structures	C1	C2	C3	C4	Total	Percentage
Residential	46	177	48	61	332	51.16%
Commercial	4	54	14	5	77	11.86%
Resi cum commercial	1	43	4	0	48	7.40%
CPRs	1	15	6	5	27	4.16%
Non – responded	3	0	63	69	165	25.42%
Total	85	289	135	140	649	100.00%

Note: Number of affected structures presented in this table is preliminary. The results of final census for all corridors will be available at a later stage.

In case of partially affected buildings, a stability assessment would be done by a qualified engineer during the valuation of the structure in consultation with the project affected family, to assess if the remaining part of the building is safe after repairs and renovations. As of now, no preventive demolition, due to structural damage caused by vibration is expected. The exact number of displaced and affected will be finalized after the verification by the engineer. Category wise preliminary impacts are discussed under chapter 4 of this report.

2.7. Census and Socio-Economic Survey Pending Locations

The census and socio-economic survey for the locations identified in the table below could not be done due to public non-cooperation³⁰. However, enumeration has been done from long distance (eye assessment) by the SIA team. KRIDE has already initiated consultations with the likely displaced people and would be settled soon. The Resettlement Action Plan Preparation and Implementation Consultants (RAPPIC) will carry out the detailed census and socio-economic survey of these households and update the Resettlement Plan prior to the commencement of the civil construction. Details of the census survey pending locations are listed below in below table. These 165 structures are additional to the surveyed 484 affected structures; hence the total number of the affected buildings would be 649. The survey pending locations are given in the table below:

Table 20. Census and Socio-Economic Pending Location (Corridors 1, 3 and 4)³¹.

S. No	Chainage (BSRP)		Location	Corridor	Number of likely displaced Buildings	Remarks on the affected buildings
	Start	End				
1	5/880	6/100	Near Yesvantpur Railway Station	1	33	All are residential buildings
2	7/550	8/000	Krishnadevaraya halt	3	28	All are residential buildings
3	12/110	12/600	KSR Railway Station	3	35	All are residential buildings
4	15/850	16/120	Belandur Road	4	15	All are residential buildings
5	37/152	38/800	Yelahanka Station	4	54	24 are residential, 14 are commercial and 16 are residential cum commercial
Total					165	

³⁰ The people demanded to disclose the entitlement matrix prior to the census and socio-economic survey. They demanded that the resettlement site should be close to the existing location, as their livelihoods and children's schools, etc. are nearby.

³¹ For corridor 2 the location is at Mathikere, where a detailed census survey needs to be conducted; and at other areas the survey already conducted need to be ground-truthed and updated. The survey has not yet been conducted due to changes in the design and footprint, but not due to opposition.

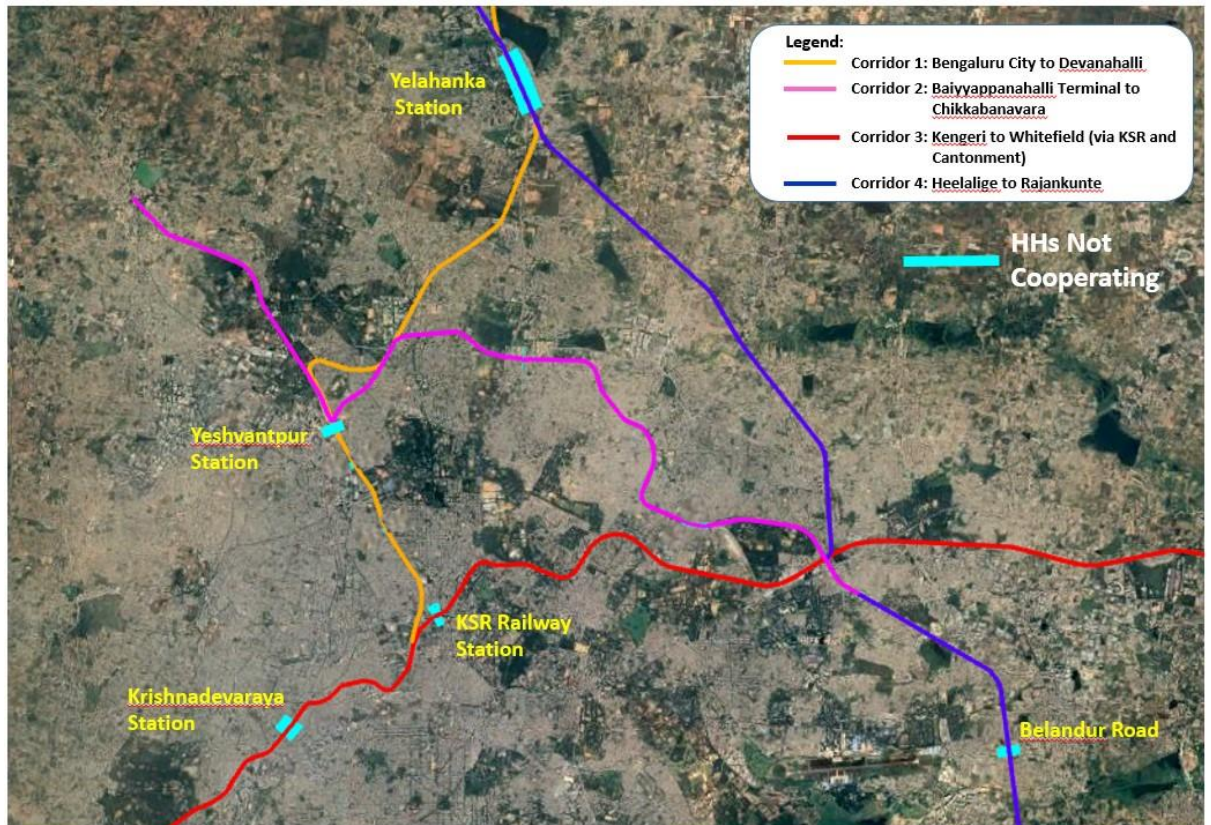


Figure 16: Locations where Census/ Socio – Economic Survey is Pending

During these preliminary surveys and consultations some persons did not fully cooperate and some persons did not participate in the survey/ consultations process. The key reason for this is the non-disclosure of Compensation and Resettlement and Rehabilitation Entitlements related information, as it was not ready and approved by the government. The people demanded to disclose the entitlement matrix prior to the census and socio-economic survey. They demanded that the resettlement site should be close to the existing location, as their livelihoods and children’s schools, etc. are nearby.

Consultations before conducting Surveys: As there are area where surveys could not be conducted due to non-cooperation of the PAHs, the following methodology will be used for conducting surveys to prepare RAPs.:

- The SMU of K-RIDE will make inroads in areas where there was resistance to surveys and develop rapport with PAHs. The senior management of K-RIDE will take lead in this by engaging local leaders.
- The SMU of K-RIDE with the assistance of RAPPIC conduct several Stakeholder Engagement activities with the PAHs and build rapport with them.
- Disclosure of Entitlement Matrix and Provisions for addressing the gaps on the website and local offices of K-RIDE
- A copy of the Entitlement Matrix and Provisions for addressing the Gaps will be shared in local language with all the PAHs.
- The Grievance Redress Mechanism will also be explained in details to all the PAHs
- All the PAHs will be informed that it is necessary to conduct survey and prepare RAP for disbursement of compensation and R&R assistance including any livelihood restoration, skill development and other assistance.
- The survey schedule will be intimated to the PAHs in advance.

- If some PAHs could not participate in the survey for some reasons, they will be given another chance by conducting survey for the missing/ absent PAHs once again.
- The RAP will be prepared in consultation with the PAHs.
- The PAHs will be fully engaged by the SMU and RAPPIC team in preparing Micro Plans for each PAH.

2.7.1. Number of Affected Community Property Resources

The project will impact 27 common property resources (CPR). Corridor wise details of the affected common property resource are listed shown in below table. No heritage or culturally important structures are affected due to development of BSRP. Majority (63.64%) of the affected CPRs are religious structures. The project will facilitate relocation and rebuilding of the CPRs through the concerned stakeholders.

Table 21. Corridor Wise Affected CPRs

Description	CPRs					
	C1	C2	C3	C4	Total	Percentage
School & Collage	0	2	0	0	2	7.41
Community Toilet	0	0	0	0	0	0.00
Religious centers (shrines and small temples, boundary wall of the religious centers etc)	1	11	4	2	18	66.67
Hospital (minor impact boundary wall and one shed)	0	0	0	0	0	0.00
Railway Gate, Water Tank, CW, Shed/ Building	0	2	2	3	7	25.93
Total	1	15	6	5	27	100

Note: (165 to be surveyed structures are not considered for this assessment)

New Florence School is Ground plus two storied building. The number of students in the school are 670. The number of teachers in the school are 23, the number of non- technical staff in the school are 8 and the number of assistants in the school are 2. The schools will be fully impacts. There will not be any impact on the students of school. The existing school building has 20 classrooms. This will be shifted to a new building, which was bought by the school owner. This new building has 24 classrooms. The new building is about 160 m away from the school building affected. In addition to the compensation paid, a shifting assistance of Rs. 20 lakhs will be provided. Hence no students or teachers affected.

Dr. Paul International School is a seven storied building. The number of students in the school are 1411. The number of teachers in the school are 80, number of non-technical staff in the school are 40 and number of assistants in the school are 12. As about 30% of the Cricket turf ground, swimming pool, Basket Ball, Football ground with turf, etc., are affected, this will reduce the opportunities for sports and affects the school admissions as well. The owner is requesting for rebuilding of sport infrastructure with in the premises or equivalent compensation as per the market rate to re-establish sports facility. Hence no students or teachers affected.

Among the other CPRs, one is the Mizpah Church, where only the compound wall is affected. As per the church owners, the compensation paid is satisfactory. The Other is a temple for Muneshwara, Sri Lakshmi Devi and Ganapathi, where only the compound wall is affected. As per the temple owners, the compensation paid is satisfactory. They wanted the materials to be salvaged during demolition. The third is Sri Subramanya Small Katte Temple. This temple is in BDA land (Government Land), where the local people perform pooja and worship. This small temple will be shifted to nearby BDA land.

2.8. K-RIDE Initiatives regarding Mathikere Slum

K-RIDE has initiated consultations with Karnataka Slum Clearance Board, which is in charge of notified slums, about the impacts on the Mathikere slum, which falls under the Corridor 2. The elevated alignment will pass on 1st Main Road over the fringe of the slum settlement. Whereas, to avoid any risk, demolition of houses may not be necessary, the construction activities for the viaduct section do not allow for people residing in the houses during construction. The impacts on the 109 PAHs will be temporary and they will be expected to return to their homes after construction activities are completed.

The Mathikere slum is known as “M R Jayaram Colony”. This is notified slum in the northern region of Bangalore. This slum spreads over an area of 1.03 acres (4,168.30 sqm) with the length of 390 m and width of 10.69 m. It is located within the boundary of Indian Railways where the earlier narrow-gauge alignment been operational. This slum contains 143 structures in total and 650 persons are staying in the slum. While many of the slum residents are illiterates and marginally literates; there are who have good education qualifications such as MBBS (doctor; 1 person), Engineers (3 persons), Graduates in Arts (6 persons), etc. who are also residents of the slum. The key occupations of the Slum dwellers are construction workers, helpers, Municipal workers, Auto rickshaw & lorry drivers, domestic workers, daily wages workers, etc. The slum dwellers also include 43 widows and 6 Persons with Disabilities.

The earlier proposed alignment of Corridor 2 was above the slum resulting the permanent displacement of the entire slum. Later, there was a revision in the location of station. To accommodate the horizontal curve and the vertical gradient, the alignment has been revised. The revised alignment resulted in minimizing the impacts on the slum. As per the revised alignment, the pillar foundations will be on the road, due to which 12 private buildings, 13 encroached buildings and 7 empty lands (total 32 properties) are impacted.

Preliminary consultations were conducted by K-RIDE with the representatives of Mathikere slum involving the KSDB officials. These consultations with the slum dwellers, their leaders and representatives and KSDB, will continue for proceeding with detailed planning with regard to timing relocation, finances, temporary relocation options, sites and services for the housing if required, designs for the proposed housing, livelihoods restoration, payment of entitlements, etc. All the project affected slumdwellers will be consulted. In the meanwhile, K-RIDE, in consultation with KSDB and Mathikere slum representatives, will chalk out the contours of the Framework Agreement for signing a Memorandum of Understanding (between K-RIDE and KSDB). This MoU will have the following details:

1. Allowances to be paid to affected slum dwellers (these are Rental Allowance, if temporary relocation is required, Shifting allowance, Subsistence allowance, etc.
2. The Slum Dwellers, whose livelihoods are affected will be included in the livelihoods restoration plan to be prepared by RAPPIC.
3. The approach and methodology to be used for slum dwellers participation in the relocation process.
4. The process and protocols to secure the slum dweller’s existing houses and their belongings during the temporary relocation.
5. If any permanent relocation of any slum dweller is required, the procedures for the following will be detailed in the Memorandum of Understanding (Framework Agreement).
 - a) identification of resettlement sites,
 - b) design options and approvals,

- c) financial contribution from project and government subsidies/ grants, and any contributions from the slum dwellers,
 - d) construction arrangements, etc.
 - e) other provisions of the Resettlement and Compensation Policy
6. A list of the affected slum dwellers duly indicating their consent will be annexed to the MoU.

The Memorandum of Understanding will be in place and implemented before the commencement of construction activities along Mathikere slum section of Corridor 2.

2.9. Minimizing Resettlement

Attempts are being made during the detailed design of the project preparation to minimize the land acquisition, resettlement and adverse impacts on people in the project area through suitable engineering design. Steps have been made to confine the project area in the government land and in available Right of Way (ROW) where feasible. This has been done with proper consultation with the local people and affected communities. Their suggestions have been incorporated in the design whenever technically feasible. However, there will be some unavoidable land acquisition for which adequate compensation has been considered as per RFCTLARR Act, 2013 and EIB's Environment and Social Standards and KfW adopted World Bank (WB) Environmental and Social Standard (ESS)5 "Land Acquisition, Restrictions on Land Use and Involuntary Resettlement". For the proposed work the following specific measures are taken to minimize resettlement in this project:

1. Selection of the project sites and its various components in the railway/ government land
2. Proper engineering design to avoid and minimize displacement and hence resettlement
3. Prefer open land instead of habitation and building structures

A major realignment in Corridor 2 (Yeshwantpur to Lottogollahalli via Mathikere) has proposed to provide improved connectivity to the residents of the region. Overhead structure is proposed in this realignment section, and it is proposed to be constructed on the median of the road and on the land owned by the railway (abandoned railway line/land), at certain locations private land acquisition is proposed due to the geometrical issues of the existing road.

2.9.1. Objective of Resettlement Action Plan

The Social Impact Assessment (SIA) will result in preparation of Resettlement Action Plans (RAP) which is based on the principle that the population affected by the proposed suburban rail project will be assisted to restore their living standards; improved if they are BPL. The RAPs are corridor specific, and prepared in accordance with the RTFCTLARR Act 2013, Karnataka Industrial Areas Development Act 1966 (KIADA) World Bank (WB) Environmental and Social Standard (ESS)5 "Land Acquisition, Restrictions on Land Use and Involuntary Resettlement and the entitlement matrix suggested for BSRP ". Presently the designs are being finalized and optimized to reduce the land related impacts.

Presently the EPC Contractor is presenting the detailed designs to the promotor which are being reviewed for approval. With regard to alignment and designs a) for Corridor 1, alignment is under finalization and designs will be finalized after the alignment is finalized, b) for Corridor 2, alignment is finalized and designs are being submitted by the EPC Contractor, c) for Corridor 3, alignment is under finalization, and d) for Corridor 4, alignment is finalized and designs are yet to be finalized. The alignment and designs are being finalized priority wise, i.e., Corridor 2 First Priority, Corridor 4 Second Priority, Corridor 1 Third Priority and Corridor 3 Fourth Priority. The socio-economic surveys and census surveys will be updated for all these corridors, after the design finalization and approval. The

impacts given below are as per the surveys conducted till date. Once the designs are finalized, the surveys will be updated and the RAPs will be updated. RAPs will be prepared corridor wise. The objectives of these RAPs are:

-
- To prepare an action plan for the project affected people for improving or at least retaining the living standards in the post resettlement period;
- To outline the entitlements for the affected persons for payment of compensation and assistance for establishing the livelihoods;
- To develop communication mechanism to establish harmonious relationship between KRIDE and Project Affected Persons (PAPs);
- To ensure adequate mechanism for expeditious implementation of R&R plan.
-

2.10. Lenders Requirements

The EIB Environmental and Social Sustainability Framework (ESSF) defines the EIB Environmental and Social Standards (2 February 2022). It is an important tool for ensuring that environmental, climate and social concerns are integrated into all aspects of EIB-financed projects. In the ESSF, a risk-based approach is taken and implemented through a Bank-wide policy statement, a set of standards, an implementing framework for the different phases of the project investment cycle, access to-information requirements, and different forms of guidance in carrying out safeguard requirements. At the heart of the ESSF is the application of the “mitigation hierarchy”. The EIB supports operations that “do not significantly harm the environment, do not impinge on the sustainable use of natural and living resources and respect human rights”. This ESSF has 10 standards; these are:

- Standard 1 – Environmental and Social Impacts and Risks
- Standard 2 – Stakeholder Engagement
- Standard 3 – Resource Efficiency and Pollution Prevention
- Standard 4 – Biodiversity and Ecosystems
- Standard 5 – Climate Change
- Standard 6 – Involuntary Resettlement
- Standard 7 – Vulnerable Groups, Indigenous Peoples and Gender
- Standard 8 – Labour Rights
- Standard 9 – Health, Safety and Security
- Standard 10 – Cultural Heritage
- Standard 11 – Intermediated Finance

All the above standards are applicable for BSRP, except the Standard 11.

KfW’s Sustainability Guideline 30 June 2023 sets the environmental and social requirements of KfW, the foundation of the assessment of environmental and social impacts of a Financial Cooperation (FC) measure is to be in compliance with relevant national law and legal requirements as well as the assessment requirements of KfW. The KfW follows the Environmental and Social Framework (ESF) and the Environmental and Social Standards of The World Bank (WB) Group (i.e., for public agencies the Environmental and Social Standards (ESS) as well as relevant Operational Policies of the World Bank and the IFC Performance Standards (PS) for cooperation with the private sector, General and sector-specific Environmental, Health and Safety (EHS) Guidelines as well as the Core Labour Standards of the International Labour Organization (ILO). Within the framework of donor harmonization (Paris Declaration), KfW can also use comparable standards of other development banks. This can be done through assessment of individual cases or in accordance with rules that have been agreed upon as part of the cooperation agreement. In case of BSRP, World Bank Environmental Social Framework (ESF) applies. This ESF has the following standards:

Bengaluru Suburban Railway Project SIA & RPF Report

- ESS1: Assessment and Management of Environmental and Social Risks and Impacts
- ESS2: Labor and Working Conditions
- ESS3: Resource Efficiency and Pollution Prevention and Management
- ESS4: Community Health and Safety
- ESS5: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement
- ESS6: Biodiversity Conservation and Sustainable Management of Living Natural Resources
- ESS7: Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities
- ESS8: Cultural Heritage
- ESS9- Financial Intermediaries
- ESS10: Stakeholder Engagement and Information Disclosure

All the above standards except ESS9 are applicable to BSRP.

For the BSRP's SIA, the EIB's S1 to 10 and the WB's ESS1 to 8 and 10 are applicable.

According to Lenders' Environmental and Social Policies, the proposed metro rail project in Bengaluru is categorized as High Risk- project. The Project E&S management must therefore comply with both national legislation as well as EIB/ KfW (WB) ESSs. It includes projects in sensitive sectors or with sensitive characteristics and projects located in or near sensitive areas. The proposed project is considered to have significant impacts on sensitive areas, which requires detailed impact assessment of social settings of the project area and social management document, i.e., an SIA and corridor wise RAPs. A Stakeholder Engagement Plan is required throughout the project life and consultations for all high-risk projects.

2.11. Alternative Analysis

The principal objectives which were considered while selecting the suburban alignment are minimization of the environment and social impacts, optimization of the functionality of the alignment, minimization of construction time, minimization of construction and operational cost and maximization of the results of the economic investment. Vide Railway Board letter number 2019/JV Cell/KRIDE/BSTP/EBR07, dated 21/10/2020, Railway Board has communicated, approval of Cabinet Committee of Economic Affairs for the Bengaluru Suburban Rail Project, based on the DPR prepared by RITES. The project alignment has been done along the existing the railway utilizing maximum the railway land.

2.12. The Report

The Social Impact Assessment report is presented in 15 chapters including the executive summary, which is Chapter 1. The Chapter2 is on Introduction of the project. Benefits of the project, project influential area, project description, scope of land acquisition and resettlement, minimize resettlement, objectives of RAP, EIB& KFW requirement and alternative analysis. Study approach and methodology is given in Chapter 3. Land Assessment is presented in Chapter 4. Enumeration of affected properties and families is presented in Chapter 5. Socio-economic and cultural profile of affected population is given in Chapter 6. Potential social impacts, social risks of the project and community health and safety are presented in Chapter 7. Chapter 8 is on consultation, participation, and information disclosure. Gender sensitive consultations and gender action plan is discussed in Chapter 9, Stakeholder analysis and stakeholder engagement plan is presented in Chapter 10. Legal and policy framework is presented in Chapter 11. Chapter 12 is on relocation, resettlement, and income restoration. Institutional arrangement is presented in Chapter 13. Chapter 14 is on resettlement and compensation costs and R&R benefits costs. RAP implementation schedule is presented in Chapter 15. Monitoring and evaluation is presented in Chapter 16.

Chapter 3. Approach and Methodology

3.1. Introduction

The objective of Social Impact Assessment is to conduct an assessment, identify the social impacts, prepare a complete inventory of structures, affected households and persons, and prepare a social mitigation/management plan and a preliminary Resettlement Policy Framework (RPF). In order to capture data for the present exercise, both primary as well as secondary sources were systematically tapped. As a part of SIA, preliminary census socio-economic survey has been conducted in the Corridor of Impact (CoI) zone to identify the affected structures, households/persons and list out the adverse impacts of the project. A random survey among the probable users of BSRP was also conducted to understand the perceptions about the upcoming project, the current mode of travel, origin and destination of the traveler, purpose of travel, expenditure for travel etc. The approach and methodology for undertaking the SIA and developing the RPF is discussed in this chapter.

3.2. Scope of the SIA Study

SIA and preliminary RPF has been prepared in accordance with the guidelines of the Government of India, Government of Karnataka, European Investment Bank (EIB) Standard 6 – Involuntary Resettlement and KfW adopted World Bank (WB) Environmental and Social Standard (ESS) 5 “Land Acquisition, Restrictions on Land Use and Involuntary Resettlement”. SIA is carried out by conducting primary and secondary surveys and site visits in order to know the overall social, economic, cultural and religious aspects of the project, in order to conduct area specific social assessment to support development of a locally relevant approach to resettlement, which provides benefits to people in the project area. The preliminary socio-economic survey is conducted for all affected households located within area under right of way (RoW) of line, stations and depot/facilities of the project.

The social assessment includes gender and poverty issues and local aspects. The term “local aspects” includes land acquisition, livelihood restoration plan etc., and therefore determine the PAHs and the scope and magnitude of resettlement land and land acquisition/project effects, and list likely losses of households, lands, business and income opportunities as well as affected community assets and public buildings, etc. This will also include various legal compliances such as safety concerns, child labour, compliance of labour laws in India, women in construction activities, basic wages for skilled/unskilled workers, wage equality, childcare facilities of workers around the sites, etc. The SIA preparation ensures participation of people in the planning phase, various sections of PAPs and other stakeholders to be consulted through workshops, focus group discussions and individual interviews. The Resettlement Action Plan (RAP) is prepared using participatory approach for the project to mitigate, compensate, resettle and rehabilitate the adverse social impacts caused by the proposed project. The RPF includes project description, summary of census survey and socio- economic survey, legal framework, entitlement matrix, institutional framework, grievance mechanisms, implementation schedule, R&R cost estimate and monitoring and evaluation mechanisms. The RPF provides a preliminary overview of compensation and entitlements broadly aligned with the requirements of international standards. The RPF will be revised and updated as required during RAP development phase based on detailed information on impacts and livelihood restoration needs of the affected population.

3.3. Objective of the SIA

The main objectives of Social Impact Assessment (SIA) study is to:

Bengaluru Suburban Railway Project SIA & RPF Report

- Provide inputs of social concerns to fit together in project design and to avoid or minimize the adverse social impacts with the best possible engineering solution at minimal cost. The output of social impact assessment exercise would constitute the inputs of the future RAPs.
- Prepare socio-economic profile of the project affected households/persons based on information collected during census and socio-economic survey.
- Assess the negative impacts (direct and indirect) and to suggest mitigating measures to avoid or at least minimize the adverse impacts on nearby communities and natural environment, peoples and properties falling along the proposed BSRP alignment, people indirectly affected by the way of disruption of livelihood, breakage of community linkages, impacts arising from land acquisition and resettlement, impacts on indigenous people if any, impacts on human safety etc.
- Minimize and /or avoid the adverse impacts, necessary modifications are to be made at design stage. But in cases of unavoidable negative impacts these would be mitigated through suggested appropriate measures.
- Finally, to prepare RPF as a part of SIA study to mitigate negative impacts of the proposed corridors of Bengaluru Suburban Rail Project.

3.4. Approach of the Study

The study has been prepared in accordance with the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013, Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation, Karnataka Industrial Areas Development Act 1966 (KIADA), EIB's Standard 6 – Involuntary Resettlement and World Bank (WB) Environmental and Social Standard (ESS) 5 “Land Acquisition, Restrictions on Land Use and Involuntary Resettlement”. The objective of the SIA study is to have a complete understanding of socio-economic conditions of the affected and displaced households, inventory of public assets, to identify social costs involved and to prepare a preliminary RPF. Both qualitative and quantitative approaches were followed in the study. Various tools of data collection like interview schedule, random survey, focus group discussions, in-depth interviews, and transect walks were used during the survey. The study was conducted in three stages.

Stage 1: Data Collection

- i. Collection and review of project literature
 - Upon receipt of BSRP alignment from K-RIDE, the SIA team has reviewed the alignment drawing and maps. A verification exercise was carried out with K-RIDE officials to identify the project areas in general and affected areas in particular based on alignment drawing. The information verified during this exercise formed the base for carrying out the census and socio-economic surveys. Based on relevant documents the consultant carried out social screening of the project. The relevant documents include alignment drawing, DPRs, 2011 census of India data, RFTLARR Act, 2013, Karnataka Industrial Areas Development Act 1966 (KIADA), Alternative analysis report prepared by RITES, EIB's Environmental and Social Sustainable Framework (ESSF) and World Bank Environmental and Social Framework (WBESF) 2018. The same documents have been reviewed for preparation of SIA report.
- ii. Rapid reconnaissance survey to familiarize field activities
 - Following the review and consultations, rapid reconnaissance visits were conducted as part of ground truthing exercise. Rapid reconnaissance visits usually involve short period of visit in the field to familiarize with the project area, to identify major social impacts/risks and to understand social issues, problems, organizations through site visit, interview with local people and field observations. SIA Team comprising of social scientists, engineers and environmental planners undertook rapid reconnaissance visits of proposed corridors of BSRP. Women were also part of the social survey team to facilitate interaction with women in project area(s). The purpose of the reconnaissance was to have an overview of the likely extent of impact on people because of the impending development of the BSRP. This has enabled to cross verify the issues identified through the review of DPR and alignment drawings and also provided the basis for field research preparation and helped in developing and testing survey questionnaires and checklists.
- iii. Scoping and other Pre survey activities

- Both the review and rapid reconnaissance survey helped in finalizing the study tools and techniques and inception report detailing the final methodology and work plan.

Stage II: Survey Activities

i. Enumeration of Structures

- Before the actual household socio-economic survey, all the structures (i.e. residential, commercial and common properties) that were likely to be affected by the project were identified and were enumerated considering the ROW and its alignment drawing.

ii. Census and Socio-economic Survey

- Based on currently available alignments and route map details, a census and inventory of losses survey of all physical structures falling within the RoW was carried out. This survey documented the type of structures (size, area) and the nature of use. Along with the census survey of all the structures, socio-economic survey of affected households has been carried out to collect details of affected persons/households. Tools/methods employed for data collection included (Survey and other Tools attached as Annexure B). Following tools were used for data collation:
 - Collection of information through household questionnaires
 - Observations/ physical verifications and capturing images of the structures likely to be affected.
 - Stakeholders Consultations/Meetings and Individual Interviews/Discussions with departments directly involved in land acquisition and R&R activities of the project like District Administration, Revenue Department. Various stakeholders including other agencies involved in the resettlement activities (viz. KSDB) have been identified for consultation in different stages of project and the details have been given in Stakeholder Engagement Plan.
 - The census survey of the structures and the socio-economic survey of affected households were helpful/ used in establishing Cut- Off date³²s. The purpose of the cut off date is to set a date for identifying property owners and non-titleholders and their property/ claims for which compensation and resettlement and rehabilitation assistance is paid. Any persons who migrate to or put up property in a project area and make claims after the cut-off date are not compensated for.

The household social survey was carried out with the help of a pre-tested “Household Questionnaire”. Prior to commencement of social survey at household level, the SIA Team provided one day training to the local investigators, including male and female to educate them about conducting social survey and group discussions, addressing gender issues and maintaining field data. The aspects covered in the Questionnaire were identification particulars of PAHs/PAPs, social profile, family details, occupation, source of income, family expenditure, household assets, information on affected structure, commercial/self-employment activities, employment pattern, opinion and views of PAPs on project and resettlement and rehabilitation. Most part of the questionnaire has been pre-coded except those reflecting the opinion and views of PAP, which have been left open-ended. The socio-economic data was collected during February – July 2022 and May 2023.

iii. Random survey among the probable users of BSRP.

- A random survey among the probable users of BSRP conducted to understand the perception about the upcoming project, the current mode of travel, origin and destination of the traveler, purpose of travel, expenditure for travel etc. A total of 1000 (thousand) people were covered under this survey. The survey was conducted at nearest market areas of the upcoming BSRP stations. The survey was conducted in various time schedules (Section-1: 8 to 10AM, Section-2 11 AM to 1 Noon Section-3: 2 to 5PM) to capture various category of travelers. Analysis of this survey is provided a representation of category of travelers and their perception about the project, also the facilities to be included in the design.

³² For title holders, the date of notification of intended acquisition under Section 28 section 1 of the KIADA will be treated as the cut-off date, and for non-titleholders the start date of project census survey for that particular project will be the cut-off date.

iv. Qualitative Survey

- Quantitative surveys may not always reveal the facts. This is particularly true when assessed for poor and vulnerable sections and their dependence on community resources. Qualitative surveys were conducted for evaluation of both affected population and implementation capacities. The qualitative survey included public consultation at project level, group discussions, and in-depth interviews with various sections of people such as small business entrepreneurs (SBEs), kiosks, squatters, knowledgeable persons and community leaders to elicit their expectations and suggestions, which will support and provide additional information collected through quantitative survey. Key Informant interviews with persons who has specialized knowledge on the subject, were also conducted. During social survey, focused group discussions were organized to discuss with women on various gender issues like child education, health, livelihood, decision making, women representation, safety while travelling etc. The social field work was started on 2 February 2022, and it went up to 12 July, 2022 and during May 2023. Joint site visits were conducted by KIRDE officials and SIA team to explain the project and its benefits also the resettlement policy framework of the project. This is happened mainly in slum settlement. A notified slum settlement along Corridor 2 alignment at Mathikere³³. There were other non-titleholder locations/ non-notified slums in the proximity of the alignments at (i) Near Yeshwantpur Railway Station of Corridor 1, (ii) Banaswadi and Hebbal of corridor 2 and (iii) Krishnadevaraya Halt Railway Station and KSR Railway station of Corridor 3. But these non-titleholder locations/ non-notified slums are found to be not having project impacts. Certain households of the slum areas and other built-up locations have not provided the socio-economic details, however the same shall be collected by the Resettlement Action Plan Preparation and Implementation Consultant (RAPPIC) during the project implementation. Since the joint verifications are yet to be completed to identify the land ownerships, the socio-economic survey for the land only (open land) affected households would be done during RAP preparation by the RAPPIC.

v. Review of legal policy provisions and implementation capacity

- Relevant national and funding agencies guidelines pertinent to the land acquisition, rehabilitation and resettlement were reviewed. To review the implementation arrangements and its capacity in delivering the R&R services, preliminary verification of these arrangements and discussions with officers of K-RIDE were conducted.

Phase III: Post Survey Activities – Analysis and Reports

i. Data Analysis and Reporting

- Both qualitative and quantitative data analyzing methods were used to analyze the data collected/gathered from the primary as well as secondary surveys. Statistical techniques along with qualitative data analysis methods were used to obtain required results. These have been analyzed and presented in this report. The Preliminary RPF outlines the details of the project, description of the project location, the magnitude of impacts based on the census, and spells out the necessary implementation procedures for resettlement and rehabilitation of the entire project affected persons including the entitlement matrix as well as the legal framework and policies.

³³ Please refer to Annexure H survey details and executive summary for detailed maps.

Chapter 4. Land Assessment

4.1. Land Requirement

In order to minimize the private land acquisition and involuntary resettlement, around 65.26% of the BSRP alignments are located within the railway /government land along the existing railway line, corridor wise length of private land acquisition sections is shown in figure below. But, at certain locations (wherever railway land is not sufficient to accommodate the design) private land acquisition has been proposed. This SIA and Preliminary RPF report has been prepared based on the draft engineering design prepared by the K-RIDE through their technical consultant, M/s RITES in the year 2019 and the design is being reviewed and updated by the K-RIDE regularly through the detailed engineering consultants.

Out of the four-project corridors the land acquisition plan has been prepared for corridor -2 and the land acquisition plan for the remaining corridors are in process. The land acquisition estimates given in this report are based on the design report prepared by the M/s RITES. The assessment of the impact on the buildings and other fixed assets has done based on the engineering drawings provided by the K-RIDE as of November 2022 and May 2023. The exact ownership could be identified only after the preparation of the land acquisition plan by the land acquisition team of the K-RIDE.

The Land required for the project 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 and “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 within the city and from the outskirts of the city to commercial and industrial centers in efficient and sustainable manner.

As part of the land acquisition, the land acquisition team would be demarcating the corridor of impact at site based on the design drawings and preparing the land acquisition plan (survey number and subdivision wise land to be acquired, category of land, nature of occupancy status, ownership details, etc.).

Presently, the alignment is under finalization, and the design will be finalized after the alignment is finalized. Once the Engineering Procurement Construction (EPC) Contractor checks the feasibility of the alignment, the designs will be finalized and approved. After this, the impacts will be assessed and an RAP will be prepared based on the procedures given in the SIA. With regard to alignment and designs a) for Corridor 1, alignment is under finalization and designs will be finalized after the alignment is finalized, b) for Corridor 2, alignment is finalized and designs are being submitted by the EPC Contractor to the promotor which are being reviewed for approval, c) for Corridor 3, alignment is yet to be finalized, and d) for Corridor 4, alignment is finalized and designs are yet to be finalized. The alignment and designs are being finalized priority wise, i.e., Corridor 2 First Priority, Corridor 4 Second Priority, Corridor 1 Third Priority and Corridor 3 Fourth Priority.

The land acquisition estimation has completed in corridor 2, as per the final land acquisition estimation, land would be acquired from 267 landowners (private) in corridor 2. As per the final land acquisition plan 2.07 Ha of land to be acquired in corridor 2. The village wise land acquisition details of corridor 2 is presented in below table, further the impact on private landowners of corridor 2 is summarized in table below.

Table 22. Corridor 2 Private Land Acquisition.

S.No	Railway Chainage/ BSRP	Survey Number	AS PER JMC (area in sq.m.)	Village
1	208/900	53/1	255.73	Lingarajapuram
2		53/2	495.58	
3	209/090 – 209/200	54/1		
4		56/1		
5	209/950 – 210/470	97/1	618.45	
6		81	333.08	
7		113	55.72	
8		112	409.12	
9	211/593 – 211/482	73	42.23	K. G. Halli
10		79	290.47	
11		70	156.23	
12		134/2-3	79.47	
13	211/687 – 211/593	136/2-3	717.58	
14	211/950	140/1	117.69	
15	211/966 -212/013	143	701.73	
16	213/060 – 213/202	29/2	31.45	
17	206/100	108	2.18	Banaswadi
18	206/130 – 206/250	104	398.66	
19	206/250 – 206/280	103	980.87	
20	206/280 – 206/ 520	113	501.20	
21		114	120.85	
22		115	195.47	
23	206/650-206/855	128	875.99	
24	207/100 – 207/300	160/4B	5.48	
25		159/2	68.20	
26	207/660 – 207/900	175/1	77.54	
27		176/6-7B	219.13	
28		178/3	532.36	
29		179	625.12	
30		188/1-2	760.33	
31		187/1-3	706.05	
32		186/1-2B- 2A	1,291.53	
33		183/1-2	491.32	
34		182	428.28	
35		181	15.99	
36	214/900	25-Jan	69.28	Vishwanatha- Nagenahalli
37	214/342	48/1A-1B	1,023.50	Hebbal
38	214/500 – 214/600	51/1-2-3	1,294.58	
39		96/2-3-4	496.57	
40	216/400 – 216/500	120 /1-2	15.79	
41		121 /1-2	90.87	

**Bangalore Suburban Railway Project
SIA & RAP Report**

42		122	1,273.83	
43	217/500	2	785.30	
44	218/400 – 218/500	8	145.28	Nagashettyhalli
45	219/800 – 220/200	21	517.21	Lottegollahalli
46	16/350-16/650	116	429.55	Yeshvanthapur
47		110	559.58	
48		109	717.92	
49	13/200 – 13/000	9	78.59	Chikkabanawara
50		18	73.18	
51		19	99.59	
52		18-19 & 19-9	27.41	
53		25	5.91	Chikkasandra
54		26	22.77	Chikkasandra
55	12/000 – 12/400	52	51.24	Shettihalli
56		80	40.73	
57	9/400 – 9/900	15	280.22	J.B Kaval
58	Land for Soladevanahalli Depot		1,06,000.00	Soladevanahalli
Total (in sq.m)			1,26,700.00	-
Total (in Ha.)			12.67	-

Source: Land Acquisition Team, BSRP

Table 23. Impact Details of the Private Landowners of Corridor -2³⁴.

Land and residential buildings		Land and commercial buildings		Land and residential cum commercial buildings		Vacant/barren landowners	Total	
Affected	Displaced	Affected	Displaced	Affected	Displaced	Affected	Affected	Displaced
150	38	52	22	44	18	21	267	78

Source: Census and socio-economic survey, SIA Team



4.2. Land Requirements for Depots, Running Sections and Stations

Corridor wise land requirement including private land acquisition details is presented in table below. The area estimated for corridor -2 is final as the joint measurement is completed and the land acquisition works are in final stage. The details provided for the other corridors are based on the draft design report. The proposed BSRP requires acquisition of land permanently for stations, depots and running corridor sections. Both government and private land will be acquired for the project. The Government land includes about 145.3 Ha of Railway Land, 18.62 Ha of Forest Land, 8.66 Ha of State Govt. land, and 3.63 Ha of other government land. The private land required is about 56.88 Ha. The railway land would be transferred to K-RIDE for a nominal fee of INR 1/Acre. The details of the same are given in civil engineering section in the FPR. About 233.09 Ha is required for the proposed project corridors, depots and Stations.

³⁴ Affected property is an impacted property either partially or fully. Displaced is when it causes relocation of the land owners.

Table 24. Corridor Wise Land Requirement including Private Land Acquisition³⁵.

S.No.	Corridor/ Depot	Government Land, Ha					Private Land, Ha	Total
		Railway Land	GoK Land	Forest land	Other Govt. Land	Total Govt Land		
1	Corridor- 1	46.80	0.83	0.00	0.00	47.62	4.90	52.52
2	Corridor- 2	34.70	2.83	0.00	3.63	41.16	2.07	43.23
3	Corridor- 3	17.05	1.03	0.00	0.00	18.09	8.39	26.47
4	Corridor- 4	46.75	1.94	0.00	0.00	48.69	16.31	65.00
5	Depot - 1 (Devanahalli)	0.00	2.03	18.62	0.00	20.65	4.16	24.81
6	Depot - 2 (Soladevanahalli)	0.00	0.00	0.00	0.00	0.00	21.05	21.05
7	Total	145.30	8.66	18.62	3.63	176.21	56.88	233.09
8	Percentage	62.34%	3.71%	7.99%	1.56%	75.6%	24.4%	

Source: BSRP – Feasibility Report & Details from Land Acquisition team

Out of the total private land to be acquired, 2.07 Ha of land has been acquired for Corridor 2 and compensation paid to private land owners (Titleholders) ; the R&R assistance will be paid after completion of the Corridor 2 RAPs. Private land is yet to be acquired for the other Corridors.

The Forest land to be acquired is within the city (Akkupete). This area does not offer any ecosystem services to nearby communities. This area was used for compensatory afforestation plantation; mostly dominated by Eucalyptus fibrosa and Acacia mangium tree species. No firewood collection, wild fruit collection or any other timber or non-timber forest produce is taking place as this is mostly social forestry; and does not impact any livelihoods.

Length of the project corridors, length of LA free stretches and length of LA stretches is shown (based on the assessment done by the SIA team) in below figure.

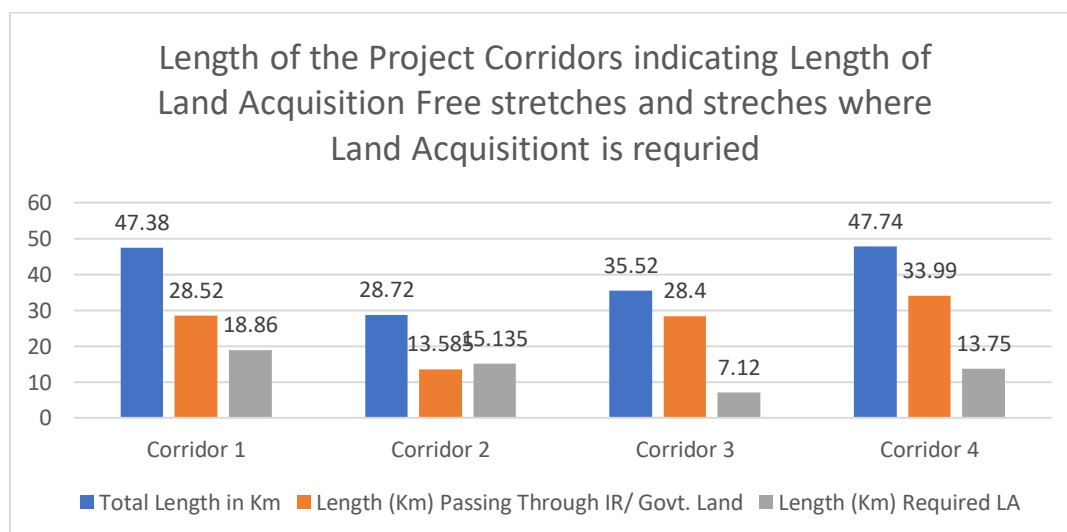


Figure 17: Corridors - Land Acquisition Free Stretches & Land Acquisition Stretches

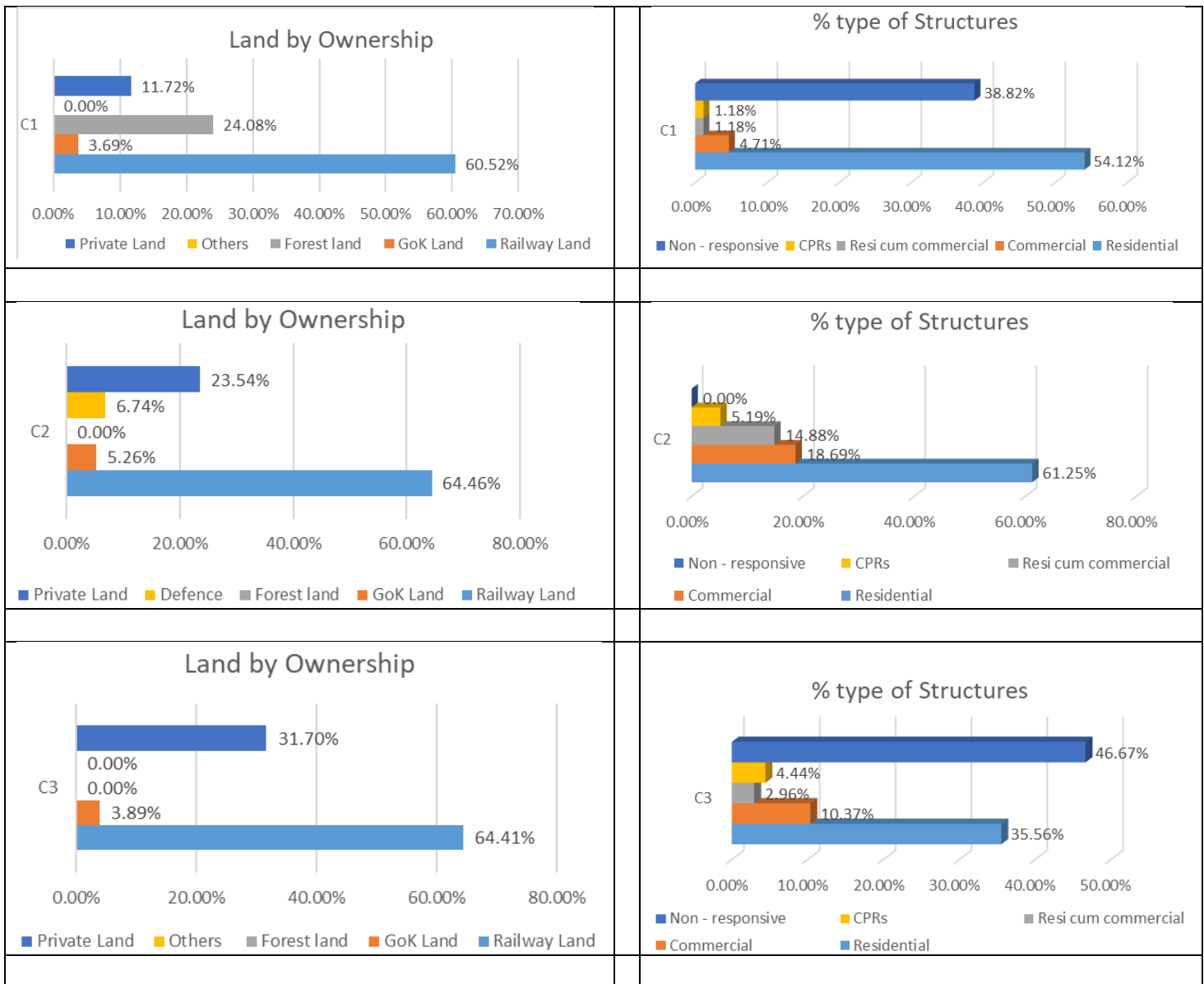
³⁵ Stations are part and parcel of the respective Corridors. Hence, the land requirement for alignment and stations is given together for each corridor. However, for Depots the requirement is given separately.

Note: Length of Corridor 1 includes the length of Airport Connectivity Line of 5.95 Km.

The above data shows that, the design has been made to keep land requirements to the barest minimum possible by utilizing the railway land.

4.3. Identification of Social Sensitive Stretches and Preparation of Strip Plan.

The social impact assessment team has carried out comprehensive field survey and identified the social sensitive locations, where social sensitivity (to displacement) could be high and other social sensitive structures and documented the land use along the stretch.



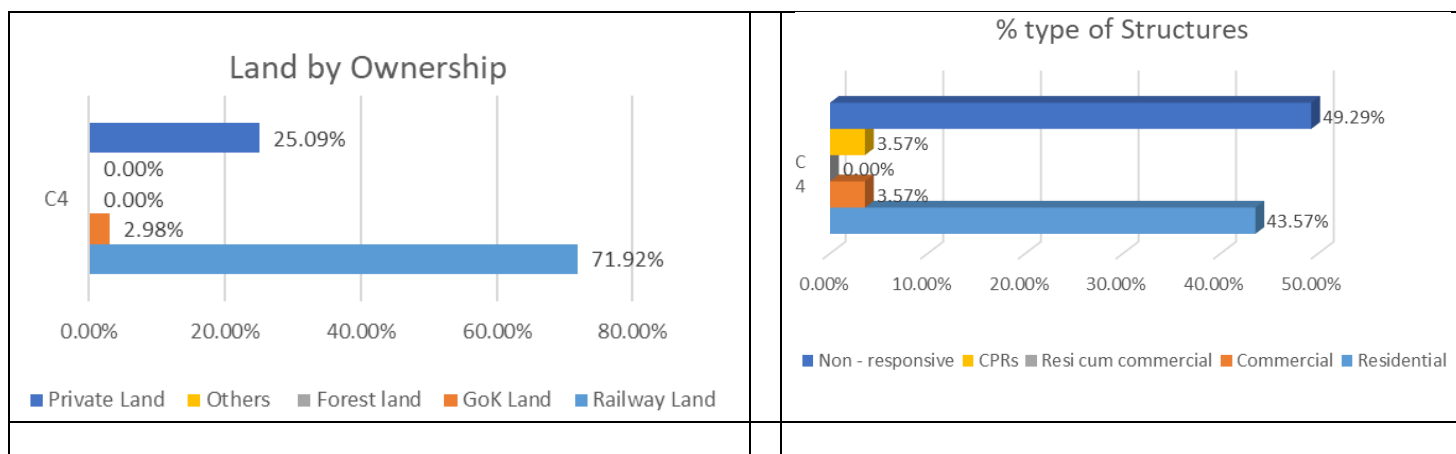


Figure 18: Summary of the Comprehensive Survey Findings in all Corridors

4.3.1. Corridor - 1

The comprehensive walk-through survey conducted by the SIA team shows that around 88.28% of land is government land and about 11.72% is private land. The structures in the private land that are affected are Residential (54.12%), Commercial (4.71%), residential cum commercial (1.18%) and CPRs (1.18%), while 38.82% are non-responsive.

4.3.2. Corridor - 2

The comprehensive walk-through survey conducted by the SIA team shows that around 76.46% of land is government land and about 23.54% is private land. The structures in the private land that are affected are Residential (61.25%), Commercial (18.69%), residential cum commercial (14.88%) and CPRs (5.19%), while all PAHs were responsive.

4.3.3. Corridor - 3

The comprehensive walk-through survey conducted by the SIA team shows that around 68.3% of land is government land and about 31.7% is private land. The structures in the private land that are affected are Residential (35.56%), Commercial (10.37%), residential cum commercial (2.96%) and CPRs (4.44%), while 46.67% are non-responsive.

4.3.4. Corridor - 4

The comprehensive walk-through survey conducted by the SIA team shows that around 74.91% of land is government land and about 25.09% is private land. The structures in the private land that are affected are Residential (43.57%), Commercial (3.57%), residential cum commercial (0.00%) and CPRs (3.57%), while 49.29% are non-responsive. The outcome of the comprehensive walk-through survey is shown in Figure above.

4.4. Status of land acquisition

Joint Measurement Survey has been completed in Corridor 2, and the same is in progress in other project corridors. The ownership of the land, extent of loss of land, asset loss and any other losses due to the land acquisition will be assessed and confirmed during joint measurement survey by the Special Land Acquisition Officer, KIADB and the land acquisition notice to the landowners would be issued. The concerned land owners will also participate in the survey. The joint measurement survey will be conducted after the designs are finalized and the land requirement is finalized. It is expected that the joint measurement surveys will be taken up sequentially for all corridors; these are expected to be completed by June 2024.

Chapter 5. Enumeration of structures & households

5.1. Background

This chapter provides an estimation of the structures and households affected by the proposed Bengaluru Suburban Rail Project (BSRP). The structures that are affected by the project were identified and enumerated considering the alignment, stations, depots and running corridor sections are covered under SIA study. The assessment has been done based on the alignment drawings provided by KRIDE as of November 2022 and May 2023.

Presently, the alignment is under finalization, and the design will be finalized after the alignment is finalized. Once the Engineering Procurement Construction (EPC) Contractor checks the feasibility of the alignment, the designs will be finalized and approved. After this, the impacts will be assessed and an RAP will be prepared based on the procedures given in the SIA. With regard to alignment and designs a) for Corridor 1, alignment is under finalization and designs will be finalized after the alignment is finalized, b) for Corridor 2, alignment is finalized and designs are being submitted by the EPC Contractor to the promotor which are being reviewed for approval, c) for Corridor 3, alignment is yet to be finalized, and d) for Corridor 4, alignment is finalized and designs are yet to be finalized. The alignment and designs are being finalized priority wise, i.e., Corridor 2 First Priority, Corridor 4 Second Priority, Corridor 1 Third Priority and Corridor 3 Fourth Priority. The surveys conducted so far are preliminary and these need to be updated once the designs are finalized. The impacts data given is from these preliminary surveys.

The census and socio-economic survey for the following locations could not be done due to public non-cooperation³⁶, however, enumeration has done from long distance (eye assessment) by the SIA team. The details of these locations were provided in Chapter: Introduction. K-RIDE has already initiated consultations with the likely displaced people and the issues would be settled soon. However, RAPPIC will carry out the detailed census and socio-economic survey of these households and update the Resettlement Plan prior to the commencement of the civil construction. These 165 structures are additional to the 484 surveyed affected structures; hence the total number of the affected buildings would be around 649. A summary of these impacts are given in table below:

Table 25. Corridor Wise Impacts

S. No.	Impact	Corridor-1	Corridor-2	Corridor-3	Corridor-4	Total
1	Land Requirements					
A	Private Land (in Sqm)	9.06 including Depot)	23.12 (including Depot)	8.39	16.31	56.88
2	Total Structures/buildings Affected					
A	Affected structures/ buildings – details received/ provided	51	274	66	66	457

³⁶The people demanded to disclose the entitlement matrix prior to the census and socio-economic survey, they demand that the resettlement site should be close to the existing location, as their livelihood and children's school etc. are nearby.

Bangalore Suburban Railway Project
SIA & RAP Report

S. No.	Impact	Corridor-1	Corridor-2	Corridor-3	Corridor-4	Total
B	Affected Common Property Resources	1	15	6	5	27
C	Affected structures/ buildings – details not received/ provided*	33	0	63	69	165
	Total	85	289	135	140	649
3	Project Affected Households					
A	Affected PAH – Titleholders Owners	94	267	106	150	617
B	Affected PAHs- non-Title holders - squatters	34	44	43	26	147
C	Affected PAHs- non title holders -Slum dwellers	0	109	0	0	109
D	Affected PAH - Tenants (These are tenants living in the properties of titleholders)	11	156	31	30	228
E	Affected Households, details not received/ provided	33	0	63	69	165
F	Affected Workers	0	2	0	0	2
	Total	172	578	243	275	1268
4	Number of displaced employees	9	11	27	17	64
5	Affected buildings of Titleholder	44	196	65	66	371
6	Affected Residential Buildings	46	177	48	61	332
7	Affected Commercial Buildings	4	54	14	5	77
8	Affected Resi/Comm Buildings	1	43	4	0	48
9	Affected Vulnerable PAHs	47	116	46	8	217

*Details not available due to House closed, Owner not willing to provide to provide, Owner not available.

Note*: The above data is preliminary and will be finalized as the designs are finalized and census and socio-economic surveys are updated.

5.2. Number of Affected Structures

Out of the total 649 affected structures identified; 332 are residential, 77 are commercial, 48 residential cum commercial buildings and 27 are Common Property Resources (CPRs); while 165 have not responded. The table below indicates the impact of project on the different types of structures i.e. residential, commercial, residential cum commercial and other minor structures, such as portion of boundary wall, toilet, car shed, lean to roof etc. Out of these, 282 structures are fully affected and 202 are partially affected.

A total of 85 structures are affected in Corridor-1, 289 structures are affected in Corridor-2, 135 structures are affected in Corridor-3 and 140 structures are affected in Corridor 4. In all the corridors the majority of affected structures are the residential, i.e., 51.16%. The ownership status would be known only after the joint measurement is conducted by the land acquisition team of BSRP and Joint Measurement Certificate is issued.

Photographs of the major structures (Residential, and residential cum commercial) and CPRs are attached as Annexure C (Except for Corridor 2, as it is resurveyed and photographs are yet to be taken). The identification of structures for Corridor-2 is based on available design, which is under finalization, while for other corridors the alignments/ designs are yet to be finalized, and therefore results presented in the table should be considered preliminary for all corridors.

Table 26. Number of Affected Structures

Partially & fully affected structures	C1	C2	C3	C4	Total	Percentage
Residential	46	177	48	61	332	51.16%
Commercial	4	54	14	5	77	11.86%
Resi cum commercial	1	43	4	0	48	7.40%
CPRs	1	15	6	5	27	4.16%
Non – responded	33	0	63	69	165	25.42%
Total	85	289	135	140	649	100.00%

Note: Number of affected structures presented in this table is preliminary. The results of final census for all corridors will be available at a later stage (see Section 1.18).

Table 27. Extent of Impact of Affected Structures

Name of the corridor	Number of Structures					
	Fully	Percentage	Partially	Percentage	Total	Percentage
Corridor 1	43	82.69%	9	17.31%	52	100.00%
Corridor 2	135	46.71%	154	53.29%	289	100.00%
Corridor 3	64	88.89%	8	11.11%	72	100.00%
Corridor 4	40	56.34%	31	43.66%	71	100.00%
Total	282	58.26	202	41.74	484	100.00%

In case of partially affected buildings, a stability assessment would be done by a qualified engineer during the valuation of the structure in consultation with the project affected family, to assess if the remaining part of the building is safe after repairs and renovations. As of now, no preventive demolition, due to structural damage caused by vibration is expected. The exact number of displaced and affected will be finalized after the verification by the engineer. Category wise preliminary impacts are discussed under chapter 7 of this report.

5.3. Number of Project Affected Tenants and Employees Households

Apart from the structures affected households 228 tenants and 64 employees would also be affected. Tenants are found in both titleholder's and non-titleholders' buildings. The corridor wise affected tenants and employees is presented in below table. The number of open land (land only) affected households would be identified during joint measurement survey and the RAPPIC would do the socio-economic survey during RAP development phase. As mentioned in previous sections, the surveys are yet to be concluded; these surveys will be updated once the designs are finalized and Joint Measurement Certificate (JMC) is issued. The Joint Measurement Surveys for Corridor 2 are in progress.

Table 28. Corridor Wise Number of Affected Tenants and Employees Households

Corridor	Number of Tenants			Employees
	Residential	Commercial	Total	
C 1	7	4	11	9
C 2	109	47	156	11
C 3	24	7	31	27
C 4	26	4	30	17
Total	166	62	228	64

Note: (165 to be surveyed structures are not considered for this assessment)

5.4. Vulnerable Households

As regards vulnerability among surveyed (excluding the 165 to be surveyed HHs) PAHs, there are 217 PAHs belonging to vulnerable category out of 845 (please see below table). Out of these 59 PAHs are women headed households, 68 PAHs are below poverty line, 21 PAHs having disability and old age persons. Apart from that, 54 and 15 PAHs belong to Scheduled Caste and Scheduled Tribes respectively. Both Scheduled Castes and Scheduled Tribes are considered as vulnerable groups because the Scheduled castes (SCs) and Scheduled Tribes (STs) falls under the provisions of Constitution of India and get preferential treatment in the government benefits because these people are traditionally vulnerable.

Table 29. Corridor Wise Affected Vulnerable Households

Vulnerability	Number of Households					
	C1	C2	C3	C4	Total HH	Percentage
Women Headed Household	0	54	3	2	59	27.19%
Below Poverty Line	7	47	13	1	68	31.34%
Family with disability or old age	7	12	1	1	21	9.68%
Scheduled Castes	23	70	29	2	54	24.88%
Scheduled Tribes	10	3	0	2	15	6.91%
Total	47	116	46	8	217	100.00%

Note: (165 to be surveyed structures are not considered for this assessment)

5.5. Number of Affected Community Property Resources

Corridor wise details of the affected common property resource are listed shown in below table. No heritage building is affected due to development of BSRP. Majority (66.7%) of the affected CPRs are religious structures.

Table 30. Corridor Wise Affected CPRs

Description	CPRs					
	C1	C2	C3	C4	Total	Percentage
School & Collage (private)	0	2	0	0	2	7.41
Community Toilet	0	0	0	0	0	0.00
Religious centers (shrines and small temples, boundary wall of the religious centers, etc)	1	11	4	2	18	66.67
Railway Gate, Water Tank, CW, Shed/ Building	0	2	2	3	7	25.93
Total	1	15	6	5	27	100

Note: (165 to be surveyed structures are not considered for this assessment)

Chapter 6. Socio-Economic & Cultural Profile of PAFs

6.1. Introduction

Presently, the alignment is under finalization, and the design will be finalized after the alignment is finalized. Once the Engineering Procurement Construction (EPC) Contractor checks the feasibility of the alignment, the designs will be finalized and approved. After this, the impacts will be assessed and an corridors wise RAPs will be prepared based on the procedures given in the SIA. With regard to alignment and designs a) for Corridor 1, alignment is under finalization and designs will be finalized after the alignment is finalized, b) for Corridor 2, alignment is finalized and designs are being submitted by the EPC Contractor to the promotor which are being reviewed for approval, c) for Corridor 3, alignment is yet to be finalized, and d) for Corridor 4, alignment is finalized and designs are yet to be finalized. The alignment and designs are being finalized priority wise, i.e., Corridor 2 First Priority, Corridor 4 Second Priority, Corridor 1 Third Priority and Corridor 3 Fourth Priority. The surveys conducted so far are preliminary and these need to be updated once the designs are finalized; the surveys are yet to be concluded; these surveys will be updated once the designs are finalized and Joint Measurement conducted and Joint Measurement Certificate (JMC) is issued. The data given below is from these preliminary surveys.

6.2. Demographic Characteristics Profile of Project Affected Households

The alignment drawing and information provided by engineering team was the basis for identification of affected structures, project affected households (PAHs) and project affected persons (PAPs). The study covers affected households, which includes titleholders and non-titleholders. The group of non-titleholders included tenants, squatters, and kiosks. There are 1010 PAHs, which includes 617 land/land and structure affected households, 228 tenants and 165 (refer chapter 4) non responded households. Apart from these 64 employees will be displaced. Socio-economic survey was covered for all the affected households excluding the 165 non-cooperated households. Out of the total surveyed (as per census 845 numbers – excluding the non-cooperated households) households, 304 to 395 households responded to some of the questions related to the socio-economic parameters. Certain household members did not respond to some questions, which they felt that it is not relevant.

The analysis is based on the responses from the responded households. Data revealed that due to development of proposed suburban rail project 1010 PAHs would be affected either because of loss of residence, commercial or other structures; apart from the 64 displaced employees. 450 households shared the socio-economic details (another 91 households have responded partially), even after many rounds of efforts certain people did not cooperate/ public non-cooperation about the survey. The 100 % census socio-economic survey would be done during project implementation by RAPPIC and update the baseline data. The data collected through socio-economic survey generated demographic and socio-economic profile of project affected households. The data has been compiled and presented in tabular forms.

6.3. Demographic Characteristics

Table 32 shows demographic characteristics (i.e. sex, age and marital status) of the household members.

6.3.1. Gender and Sex Ratio

The data on gender and sex ratio would be used to know the participatory share of male and female in the society, which is also an important indicator for human development index. Among the surveyed household members, it is observed that 56.09% are male, 43.63% are female and remaining 0.28% are transgender. It is observed that males dominate in all the corridors. The sex ratio is 946 female per 1000 male for Bengaluru rural and 923 female per 1000 male for Bengaluru urban.

6.3.2. Age Group

The persons of surveyed households have been categorized into five age groups. The distribution of member's age in various groups shows that 19.4% of the total surveyed members belong to below 19-35 years. The 19-35 years group has a share of 28.85% and 26.96% of members belong to the age group of 36-59 years. About 13.17% belong to the age group of 0-14 years who are potentially productive group. 7.28% of members are 60 and above years who are dependent population. About 6.23% of total members belong to 15-18 years. It is observed that majority (55.81%) of members belong to 19 to 60 years age group. About 17.51% did not respond.

Table 31. Demographic Characteristics of PAPs.

Characteristics	Corridor 1	Corridor 2	Corridor 3	Corridor 4	Total	Percentage
Sex						
Male	97	412	163	129	801	56.09
Female	79	364	121	59	623	43.63
TG	1	3	0	0	4	0.28
Total	177	779	284	188	1428	100.00
Age Group						
0-14	16	126	30	16	188	13.17
15-18	12	48	24	5	89	6.23
19-35	50	253	78	31	412	28.85
36-59	52	227	73	33	385	26.96
60 & above	12	63	16	13	104	7.28
Not Responded	35	62	63	90	250	17.51
Total	177	779	284	188	1428	100.00
Marital Status						
Married	80	378	131	56	645	45.17
Unmarried	49	302	92	38	481	33.68
Divorced	0	7	0	0	7	0.49
Widow	1	30	2	5	38	2.66
Not Responded	47	62	59	89	257	18.00
Total	177	779	284	188	1428	100.00

6.3.3. Marital Status

The marital status of the surveyed household members is indicated under four categories – married, unmarried, divorced and widow. It is observed that out of total surveyed household members, 45.17% are

married whereas 33.68% are unmarried. About 2.66% of them are widows and 18.00% are not responded. Divorced rate is considerably very small (0.49%).

6.4. Socio-Economic Characteristics

Table 5.2 shows social characteristics like religious and social groups, family pattern and its size of PAFs and educational level of household members.

6.4.1. Religious and Social Groups

Data on religious groups was collected in order to identify people with the specific religious beliefs among the surveyed households. The religious beliefs and social affiliation of the people are indicators that help to understand cultural behavior of the groups. The social and cultural behavior will help to understand the desires and preferences of surveyed households, which is a prerequisite to rehabilitate the surveyed members and their households. Table 5.2 shows that four religions are being practiced in the project area viz., Hindu, Muslim, Christian and Jain. The study result shows that about 53.85% of the surveyed households are Hindu followed by Muslim (12.54) and Christian (5.33%). Only one Jain household is identified in corridor-I. Majority of households are Hindu in all the corridors. About 28.05% have not responded.

Table 32. Corridor wise Social Characteristics of PAHs

Characteristics	Corridor 1	Corridor 2	Corridor 3	Corridor 4	Total	Percentage
Religious groups						
Hindu	48	284	64	59	455	53.85
Muslim	4	84	14	4	106	12.54
Christian	2	38	2	3	45	5.33
Jain	0	2	0	0	2	0.24
Not responded	51	15	57	114	237	28.05
Total	105	423	137	180	845	100.00
Social groups						
SC	23	71	29	2	125	14.79
ST	10	3	0	2	15	1.78
OBC	8	116	8	22	154	18.22
General	3	153	17	17	190	22.49
Not responded	61	80	83	137	361	42.72
Total	105	423	137	180	845	100.00
Family pattern						
Joint	9	29	6	5	49	5.80
Nuclear	44	199	31	66	340	40.24
Individual	17	163	21	33	234	27.69
Not Responded	35	32	79	76	222	26.27
Total	105	423	137	180	845	100.00
Family size						
Small (2-4)	44	194	21	87	346	40.95
Medium (5-7)	17	142	29	17	205	24.26
Large (Above 7)	9	24	8	0	41	4.85

Not Responded	35	63	79	76	253	29.94
Total	105	423	137	180	845	100.00

The social affiliation of the group differentiates them for benefits under government schemes. Social groups indicate status within the society, preferences and vulnerability. The households belonging to Scheduled Castes (SCs) and Scheduled Tribes (STs) falls under the provisions of Constitution of India and get preferential treatment in the government benefits because the group includes the people who are traditionally vulnerable. Except general category, all other groups need attention and to be addressed for their backward socio-economic conditions. The survey results show that about 22.49% belong to General Caste and around 18.22% belongs to Other Backward Class. About 1.78% are Scheduled Tribes and 14.79% are Scheduled Castes. Both Scheduled Castes and Scheduled Tribes households are found in all the corridors and all of them are mainstreamed. About 42.72% of the households did not respond.

6.4.2. Family Pattern and Family Size

Family Pattern and Family Size indicate the fabric of sentimental attachment among the family members, social value, economic structures and financial burden. It is observed from the Table 5.2 that majority of surveyed households are nuclear (40.24%) followed by individual (27.69%) and joint (5.8%). It is also observed that majority of surveyed households belong to nuclear family in all the corridors. About 26.27% have not responded.

Family size has been classified into three categories i.e. small (2-4 members), medium (5-7 members) and large (7 & above members). Table 5.2 shows that majority of households (40.95%) are small in size followed by 24.26% households are medium type and remaining 4.85% households have their members more than seven. About 29.94% have not responded.

6.4.3. Educational Attainment

Education is a tool for vertical mobility in the society. It provides an opportunity to participate in the process of growth and development. However, it also creates differences among people and introduces a new kind of inequality between those who have it and those who do not. In all the cases, education is a basic need and the best indicator of socio-economic development of a region. Table 5.3 shows that out of the total surveyed PAPs, about 13.24% are illiterate. Female are found more illiterate than male in project area. So far as educational attainment is concerned 15.41% are educated up to primary class whereas 11.13% members have studied upper primary. It is observed that majority of male and females have studied up to high school class in all the corridors. About 28.22% of them has studied up to high school. 7.00% surveyed persons have graduated whereas 7.84% have done post-graduation. Remaining 2.94% has undergone technical and vocational courses. About 14.22% have not responded.

Table 33. Corridor and Sex wise level of education

Particulars	Corridor-1			Corridor-2			Corridor-3			Corridor-4			Total	%
	M	F	T	M	F	T	M	F	T	M	F	T		
Education (PAPs)	M	F	T	M	F	T	M	F	T	M	F	T	-	-
Illiterate	2	4	1	69	84	0	13	16	0	0	0	0	189	13.24%
Primary	9	8	0	79	97	0	12	4	0	6	5	0	220	15.41%
Upper Primary	1	3	0	66	62	0	9	9	0	7	2	0	159	11.13%
High School	18	22	0	158	124	4	27	29	0	8	13	0	403	28.22%
Graduate	6	11	0	32	35	0	4	3	0	5	4	0	100	7.00%
Postgraduate	11	6	0	34	39	0	5	8	0	5	4	0	112	7.84%

Technical Courses above	3	4	0	16	9	0	6	4	0	0	0	0	42	2.94%
Not Responded	23	4	0	69	11	0	38	3	0	45	10	0	203	14.22%
Total	73	62	1	523	461	4	114	76	0	76	38	0	1428	100.00 %

The economic condition of surveyed households describes occupational pattern, total household income, and number of earning and dependent members along with employment opportunity. The occupational pattern includes work in which the surveyed head of the households are involved. The household income includes the income of all the earning members in each household. The earning members include the people who work and earn to contribute to the family; however, dependents include housewife, children, elderly people and others who cannot work and earn.

6.4.4. Main occupation of surveyed PAPs

Occupational pattern of the surveyed PAPs is recorded to assess their skill so that income generation plan can be prepared accordingly for alternative income generating scheme. Secondly, occupational pattern helps in identifying dominating economic activity in the area. The survey results in Table 5.4 show that 3.94% of surveyed PAPs are shop keepers. Out of the total surveyed PAPs, 13.57% of them are working as businesspeople whereas 7.95% are salaried. 9.63 % are self-employed (other than the shop keepers and business) .15.03% are casual labourers.34.72% are not working. The non-working PAPs includes below 18 years of age and above 60 years/retired persons and aged who are unemployed. 8.83% surveyed PAPs did not respond to this question.

6.4.5. Household monthly income

Table 5.4 shows corridor wise monthly income of head of the household and other earning members in the household. The table shows that majority of households (23.56%) have monthly income in between Rs.10001 to Rs.20000. The average income of a household in corridor-1 is Rs.28075/-, in corridor-2 it is 16350per month, in corridor 3 it is 25200 per month and in corridor 4 it is 21911 per month. Average monthly income in all the corridors is Rs.22884 per month.

Table 34. Corridor Wise Economic Characteristics of PAPs and PAHs.

Characteristics	Corridor 1 (%)	Corridor 2 (%)	Corridor 3(%)	Corridor 4 (%)	Total (%)
Occupation					
Shop keepers	4.58	2.95	6.59	7.34	3.94
Business	9.16	14.44	11.54	14.68	13.57
Self Employed	3.82	11.80	7.14	1.83	9.63
Salaried	6.11	8.85	6.59	4.59	7.95
Professional	1.53	1.79	2.75	3.67	2.04
Casual Labour	10.69	17.28	9.34	10.09	15.03
Cultivator	0.00	0.00	0.00	0.00	0.00
Not working	31.30	33.83	42.86	33.03	34.72
Industrial worker	9.92	3.06	2.75	11.01	4.30
No Response	22.90	6.01	10.44	13.76	8.83
Total	100.00	100.00	100.00	100.00	100.00
Household Income					
Rs. <5000	6.25	8.15	4.55	0.00	6.22
Rs.5001 -10,000	14.58	14.81	10.61	1.52	12.22
Rs.10001 -20000	12.50	30.74	12.12	13.64	23.56
Rs.20001 -30000	8.33	12.96	7.58	3.03	10.22

Rs.30001-40000	2.08	2.59	3.03	4.55	2.89
Rs.40001-50000	2.08	2.59	0.00	0.00	1.78
Rs. >50000	4.17	0.00	7.58	0.00	1.56
No Reply	50.00	28.15	54.55	77.27	41.56
Average monthly household income (Rs.)	28075.00	16350.00	25200	21911.00	22884

6.4.6. Households Consumption pattern

The below Table shows corridor wise average monthly expenditure of PAHs. This table indicates the consumption pattern. It is observed that majorly people are spending (regular) on food, health, education, and transport. The survey shows that an affected household spending around Rs.5656 (average) for stay, around Rs. 2,665 (16.99%) health, Rs. 3,575 (22.78%) for Education and Rs. 3,790 (24.16%) towards the transportation. Corridor wise details are presented in below table.

Table 35. Corridor wise consumption Pattern of PAPs.

Particulars	Average monthly expenditure (INR)			
	Corridor 1	Corridor 2	Corridor 3	Corridor 4
Food	5325.00	4680.00	6222.00	6400.00
Health	1911.00	2456.00	3129.00	3166.00
Education	4900.00	1740.00	2096.00	5562.00
Transport	4059.00	3597.00	3240.00	4266.00

6.4.7. Possession of Household Assets

The possession of household assets has been identified of the project affected households during the census socio-economic survey. The following assets have been identified in the surveyed households as mentioned in the Table 5.6. It can be observed from the table that majority of them have television (97.78%), mobile phone (100%), motorcycle (75.56%), Car (4.44%) and refrigerator (32.22%). Some of them have tape recorder or radio (42%), washing machine (16.89%), cycle (11.11%). Few of surveyed households have bus/truck (1.56%).

Table 36. Corridor Wise Possession of Assets of PAHs

Particulars	Corridor 1	Per-cent. (%)	Corridor 2	Per-cent. (%)	Corridor 3	Per-cent. (%)	Corridor 4	Per-cent. (%)	Total	Per-cent. (%) ³⁷
Television	48	100	264	97.78	65	98.48	63	95.45	440	97.78
Tape Recorder/Radio	17	35.4	145	53.70	19	28.79	8	12.12	189	42.00
Refrigerator	43	89.6	75	27.78	15	22.73	12	18.18	145	32.22
Telephone/Mobile	48	100.0	270	100.00	66	100.00	66	100.00	450	100.00
Washing Machine	17	35.4	40	14.81	9	13.64	10	15.15	76	16.89
Cycle	7	14.6	33	12.22	6	9.09	4	6.06	50	11.11
Motorcycle/Moped	41	85.4	212	78.52	45	68.18	42	63.64	340	75.56
Car/any four-wheeler	4	8.3	12	4.44	1	1.52	3	4.55	20	4.44
Bus/Truck/Tractor	3	6.25	4	1.48	0	0	0	0	7	1.56

³⁷ On total socio economic responded (450) households

6.4.8. Indebtedness of PAHs.

The below Table shows corridor wise loan and indebtedness of project affected households. It is observed that 12.22% households have taken loan and all of them have taken loan from bank. The average loan amount in corridor-1 is Rs. 1250000/-, in corridor 2 it is Rs. 527923/-, in corridor 3 it is Rs.240000 and in corridor 4 it is Rs.20000. The major purpose of loan was taken for business and trade (56.36%), followed by educational purposes (21.82%) and house construction/ repair (21.82%).

Table 37. Corridor Wise Loan and Indebtedness of PAHs

S. No	Loan and Indebtedness	Corridor-1 (%)	Corridor-2 (%)	Corridor-3(%)	Corridor-4 (%)	Total (%) ¹⁷
1	Have you taken any loan?					
A	Yes	10.42	13.33	9.09	12.12	12.22
b	No	89.58	86.67	90.91	87.88	87.78
Total		100	100	100	100	100
2	Source of loan					
a	Bank	100	100	100	100	100
b	Money lender	0	0	0	0	0
c	Relative/Friend	0	0	0	0	0
Others		0	0	0	0	0
3	Avg. amount of loan (Rs.)	1,25,000.00	5,27,923.00	2,40,000.00	2,00,000.00	-
4	Purpose of loan					
a	Agriculture	0	0	0	0	0
b	Business/Trade	0	61.11	66.67	62.5	56.36
c	Medical Expenses	0	0	0	0	0.00
d	Wedding/family function	0	0	0	0	0.00
e	Educational loan	40	16.67	33.33	25	21.82
f	House repair/construction	60	22.22	0	12.5	21.82
g	Paying off loan	0	0	0	0	0
h	Others	100	100	100	100	100

6.4.9. Awareness about HIV/AIDS.

The below table shows corridor wise awareness about HIV/AIDS. It is observed that all the surveyed households are aware about HIV/AIDS whereas. They have heard about HIV/AIDS from sources like TV (64.45%), Government awareness campaigns (19.53%), print media (5.86%), radio (4.3%) and NGOs (4.3%).

Table 38. Corridor Wise Awareness About HIV/AIDS

S. No	Description	Corridor-1 (%)	Corridor-2 (%)	Corridor-3 (%)	Corridor-4(%)	Total (%)
1	Have you heard HIV/AIDS					
A	Yes	100	100	100	100	100
B	No	0	0	0	0	0
Total		100.00	100.00	100.00	100.00	100.00
2	Source of information					
A	Print media	0.00	4.30	25.00	0.00	5.86
B	Radio	30.77	0.54	3.57	6.25	4.30
C	TV	30.77	70.43	39.29	93.75	64.45
D	NGO camp	0.00	1.08	32.14	0.00	4.30
E	Govt. awareness camp	38.46	21.51	0.00	0.00	19.53
F	Other	0.00	2.15	0.00	0.00	1.56

6.5. Rehabilitation and Resettlement options

All the surveyed households stated that they are willing to resettle if the project ensures proper compensation for the lost assets and development of resettlement sites near to the existing locations.

6.5.1. Mathikere Slum

This is the only notified slum impacted due to the project. The surveys will be conducted in this slum as soon as the designs are finalized and impacts are clear; in coordination and consultation with KSDB. The initial consultations³⁸, which were conducted during the first half of 2022, with these slum dwellers note that a) there are two different opinions on relocating from this location to another site; and 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, b) few people suggest that the resettlement site should be near to the existing location, and c) people said that they are approaching all the agencies including the Karnataka Slum Development Board, elected representatives to avoid displacement. The provision for resettlement is included in entitlement matrix and it has been communicated to the PAPs.

During October 2023, K-RIDE has initiated consultations with Karnataka Slum Development Board (KSDB), about the impacts on the Mathikere slum, which falls under the Corridor 2. While some consultations were conducted earlier, the first meeting with Director (Projects), K-RIDE and Commissioner, KSDB took place on 25th October 2023. Presently, preliminary ice-breaker consultations were conducted by K-RIDE with the representatives of Mathikere slum duly involving the KSDB officials. First such meeting was conducted on 02 November 2023. Presently, preliminary ice-breaker consultations were conducted by K-RIDE with the representatives of Mathikere slum duly involving the KSDB officials. These consultations with the slum dwellers, their leaders and representatives and KSDB, will continue for proceeding with detailed planning with regard to timing relocation, finances, temporary relocation options, sites and services for the housing if required, designs for the proposed housing, livelihoods restoration, payment of entitlements, etc. All the project affected slumdwellers will be consulted. In the meanwhile, K-RIDE, in consultation with KSDB and Mathikere slum representatives, will chalk out the contours of the Framework Agreement for signing a Memorandum of Understanding (between K-RIDE and KSDB). This MoU will have the following details:

1. Allowances to be paid to affected slum dwellers (these are Rental Allowance for 6 months, if temporary relocation is required, Shifting allowance (Twice), Subsistence

³⁸ For dates of consultations please refer to Annexure D. Consultations were conducted during Oct-Nov 2023, after the design changes were made to avoid any permanent displacement.

allowance for 6 months, etc. This is considering that the temporary relocation will not be more than 6 months.

2. The Slum Dwellers, whose livelihoods are affected will be included in the livelihoods restoration plan to be prepared by RAPPIC.
3. The approach and methodology to be used for slum dwellers participation in the relocation process.
4. The process and protocols to secure the slum dweller's existing houses and their belongings during the temporary relocation.
5. If any permanent relocation of any slum dweller is required, only if necessary, the procedures for the following will be detailed in the Memorandum of Understanding (Framework Agreement).
 - f) identification of resettlement sites,
 - g) design options and approvals,
 - h) financial contribution from project and government subsidies/ grants, and any contributions from the slum dwellers,
 - i) construction arrangements, etc.
6. A list of the affected slum dwellers duly indicating their consent will be annexed to the MoU.

The Memorandum of Understanding will be submitted to the Lenders for review and approval.

Chapter 7. Potential Social Impacts & Mitigation

7.1. Approach to identify impacts.

The key objective of the exercise is to assess impacts of proposed land acquisition on social, economic, and cultural life of the directly impacted land losers as well as other indirectly impacted population residing within the area of impact. Accordingly, primary survey covering door to door survey of entire directly impacted population was conducted. This was supplemented by focus group discussions and community meetings, interview of community members, community leaders of project area and secondary research of project documents and interview of project officials, revenue officials and officials of different line departments of government³⁹. Affected community's perception, views recorded either during face-to-face individual interviews or in groups during community meetings/FGDs is the key input for assessment of impacts. Authenticity of the community perceptions/views was validated, wherever possible, through secondary data and interview of project/revenue/other government officials.

The cumulative impacts due to Associated Facilities, such as quadrupling will also be included in the concerned RAPs to be developed. The total length of Corridor 3 is 35.52 km out of which the suburban corridor considered for the present study is only between Kengeri–Bengaluru Cantonment through KSR Bengaluru. The length of this section between Kengeri and Bengaluru Cantt. Is 18.47 km. The remaining stretch of 17.05 km between Bengaluru Cantonment and Whitefield is being taken up by the South Western Railway (SWR) for quadrupling. Once this is completed and becomes operational, two lines of the same shall be utilized for the Suburban services. Associated Facilities means facilities or activities that are not funded as part of the project and, which are: (a) directly and significantly related to the project; and (b) carried out, or planned to be carried out, contemporaneously with the project; and (c) necessary for the project to be viable and would not have been constructed, expanded or conducted if the project did not exist. The approach that is used for the assessment and management of environmental and social risks and impacts for the Project need to be applied to the associated facilities as well. The updated surveys will capture the impacts due to these associated facilities. Apart from this, a) impacts from loss of access to forest/ agricultural areas, in particular in relation to depot 1 construction (presently no such impacts are envisaged considering the metropolitan nature of the project area), b) temporary impacts because of construction disturbance in particular in relation to loss of income and livelihood, c) impacts due to temporary land requirements, d) Impacts on mobile and semi-mobile vendors in informal markets crossed by the alignment, if any.

7.2. Negative Impacts

7.2.1. Loss of Land

The proposed Suburban Rail Project shall require land for different purposes. Land is mainly required for stations, running section and depot. Acquisition of land may render affected families landless, houseless, and jobless. Therefore, every effort has been made to keep land requirements to the barest minimum by realigning the alignments away from private property / human habitation. After planning,

³⁹ The data collection in the affected slum could not be completed, due to the reason of non-disclosure of Compensation and Resettlement and Rehabilitation Entitlements related information, as it was not ready and approved by then. The people demanded to disclose the entitlement matrix prior to the census and socio-economic survey. However, the Socio-Economic Survey will be done before the timeline provided in RAP Implementation Schedule.

the land requirement is kept at minimum and particularly, acquisition of private land was avoided. The total land requirement for the project is 222.64 Ha in which 46.53 Ha are private land.

Table 39. Overall Social Impacts of the Project

S. No.	Impact	Corridor-1	Corridor-2	Corridor-3	Corridor-4	Total
1	Land Requirements					
A	Private Land (in Sqm)	9.06 (including De-pot)	23.12 (in- cluding De-pot)	8.39	16.31	56.88
2	Total Structures/buildings Affected					
A	Affected structures/buildings – details received/ provided	51	274	66	66	457
B	Affected Common Property Resources	1	15	6	5	27
C	Affected structures/buildings – details not received/ provided*	33	0	63	69	165
	Total	85	289	135	140	649
3	Project Affected Households					
A	Affected PAH – Titleholders Owners	94	267	106	150	617
B	Affected PAHs- non Title holders -squatters	34	44	43	26	147
C	Affected PAHs- non title holders -Slum dwellers	0	109	0	0	109
D	Affected PAH - Tenants (These are tenants living in the properties of titleholders)	11	156	31	30	228
E	Affected Households, details not received/ provided	33	0	63	69	165
F	Affected Workers	0	2	0	0	2
	Total	172	578	243	275	1268
4	Number of displaced employees	9	11	27	17	64
5	Affected buildings of Titleholder	44	196	65	66	371
6	Affected Residential Buildings	46	177	48	61	332
7	Affected Commercial Buildings	4	54	14	5	77
8	Affected Resi/Comm Buildings	1	43	4	0	48
9	Affected Vulnerable PAHs	47	116	46	8	217

*Details not available due to House closed, Owner not willing to provide to provide, Owner not available.

7.2.2. Impacts on Vulnerable Groups

As regards vulnerability among PAHs (surveyed HH), there are 217 households who belong to vulnerable category. Out of these 59 PAHs are women headed households, 68 PAHs are below poverty line, 21 PAHs having disability and old age persons. Apart from that, 54 and 15 PAHs belong to Scheduled Caste and Scheduled Tribes respectively.

7.2.3. Impacts on Business and Livelihood Activities

Out of displaced households, 125 PAHs have business or commercial establishments falling under the direct project impact and they shall be economically displaced. Majority of them are involved in shop keeping, business, small mobile kiosk, household items, restaurant, etc. This includes 48 residential cum commercial category households who would also be affected due to this project. Out of the 228 tenants, 62 are commercial tenants. About 64 employees working in various shops/commercial units will lose their job due to the proposed project.

7.2.4. Impact on Community Assets and Cultural Resources

Survey for the identification of structures related to community property resources was conducted along the proposed alignment with an objective of identifying structures of common property resources such as temple, educational institution, trust, and other structures such as roads, government buildings, and boundary walls expected to be affected by the proposed alignment. Common property resources are divided into government structures and community owned structures associated with public use. The community properties will be replaced in consultation with the community people and concerned authorities before commencement of civil work. Boundary wall of school and college premises in project area are partially affected and this will not lead to closing of any school and colleges. Compensation will be provided by project proponent (KRIDE) for construction of partially affected boundary walls. Moreover, noise barrier has been proposed to be installed near to these educational institutions for reduction of noise pollution. No heritage building is affected due to development of BSRP. The project shall impact total 27 community structures in which 18 are religious structures. There are no impacts due to the loss of these CPRs. The consultations with the owners/ concerned persons of these CPRs is given below:

New Florence School is Ground plus two storied building. The number of students in the school are 670. The number of teachers in the school are 23, the number of non- technical staff in the school are 8 and the number of assistants in the school are 2. The schools will be fully impacts. There will not be any impact on the students of school. The existing school building has 20 classrooms. This will be shifted to a new building, which was bought by the school owner. This new building has 24 classrooms. The new building is about 160 m away from the school building affected. In addition to the compensation paid, a shifting assistance of Rs. 20 lakhs will be provided. Hence no students or teachers affected.

Dr. Paul International School is a seven storied building. The number of students in the school are 1411. The number of teachers in the school are 80, number of non-technical staff in the school are 40 and number of assistants in the school are 12. As about 30% of the Cricket turf ground, swimming pool, Basket Ball, Football ground with turf, etc., are affected, this will reduce the opportunities for sports and affects the school admissions as well. The owner is requesting for rebuilding of sport infrastructure with in the premises or equivalent compensation as per the market rate to re-establish sports facility. Hence no students or teachers affected.

Among the other CPRs, one is the Mizpah Church, where only the compound wall is affected. As per the church owners, the compensation paid is satisfactory as per the. The Other is a temple for Muneshwara, Sri Lakshmi Devi and Ganapathi, where only the compound wall is affected. As per the temple owners, the compensation paid is satisfactory. They wanted the materials to be salvaged during demolition. The third is Sri Subramanya Small Katte Temple. This temple is in BDA land (Government Land), where the local people perform pooja and worship. This small temple will be shifted to nearby BDA land.

7.2.5. Displacement

Those households who are fully affected due to land acquisition for the project and they are considered for relocation can be referred as Project Displaced Households (PDHs). Out of the total displaced 457 (Residence, commercial and residential cum commercial) households 332 households would be displaced physically (loss of residence), and 77 PAHs would be displaced economically (Source of livelihood), and 48 households will lose their both residence and livelihood due to proposed suburban rail project.

7.2.6. Impacts from loss of access to forest/agricultural areas

The SIA study reveals that there are no impacts such as loss of access to forest resources or to agricultural areas. The Depot 1 at Akkupete requires 18.62 Ha of forest land. The Forest land to be acquired is within the city (Akkupete). This area does not offer any ecosystem services to nearby communities. This area was used for compensatory afforestation plantation; mostly dominated by Eucalyptus fibrosa and Acacia mangium tree species. No firewood collection, wild fruit collection or any other timber or non-timber forest produce is taking place as this is mostly social forestry; and does not impact any livelihoods. However, no agricultural activity takes place in any of the corridors.

7.2.7. Temporary impacts because of construction disturbance

The SIA study has not identified any temporary impact in relation to loss of income or livelihood due to the construction activities. There will be temporary impacts due to construction, such as impacts on the Mathikere slum. The EPC contractor will identify temporary land requirements for workers camps, stores, yards, etc. and enter into rental/ lease agreements with land owners. These lease agreements will be submitted to the promotor. Presently, the designs are under process, once these are approved, temporary land requirement for working space will be assessed, impacts due to such temporary land requirement will be included in the corridor wise RAPs to be developed.

7.2.8. Impacts on mobile and semi-mobile vendors

The SIA study has not identified any mobile/ semi-mobile vendors at any informal markets crossed by the alignment or stations or depots. However, when the surveys are updated by the RAPPIC, if any such impacts are identified, then they will be included in the corridor wise RAPs to be developed. These are eligible for relocation assistance.

7.3. Major Social Risks and Mitigation Measures – Social Management Plan

The major social risks identified, and mitigation measures adopted in this project is summarized in below table. The contractors should use these mitigations to develop the mandatory Environmental Social Health and Safety Plans.

Table 40. Social Risks and Mitigation Measures Adopted in the Project

Social Risks	Mitigation Measures adopted
Resettlement of physically displaced households.	<p>Provisions for replacement cost for the lost assets, shifting assistances and subsistence, rental assistances etc. are provided in the approved consolidated entitlement matrix and livelihood restoration measures. This entitlement matrix has broadly been discussed with the PAPs during consultations.</p> <p>KRIDE has already started the process of Stakeholder Consultations with slum dwellers regarding the resettlement of slum dwellers</p> <p>The resettlement of the slum dwellers would be done in coordination with the Karnataka Slum Development Board (KSDB).</p> <p>It is envisaged that only temporary relocation will be required in M R Jayaram Colony slum during the construction period. Also, apart from the above, when KSDB performs permanent relocation of slum dwellers (independently) K RIDE will provide support grant and additional entitlements as per entitlement matrix (refer to Tabel 54 in Section 11). If unavoidable, the displacement would happen only after the development of the relocation sites/buildings in an area with adequate health and education infrastructure (for Mathikere Slum it is foreseen that only temporary relocation in the vicinity (estimated 6 months) during construction for safety reasons would be required. Hence risk is mitigated regarding education of the children, health of the community and safety of the weaker sections, during the process of the rehabilitation and resettlement.</p> <p>The RAPPIC will facilitate the displaced people to register and address their grievances, if any, in a timely manner. The RAPPIC will help the illiterate and differently abled people even to draft their grievance and report to the respective authorities.</p>
Livelihood restoration of the economic displaced titleholder households.	<p>Apart from the replacement cost of the affected structures, the economic displaced households would be eligible to get the shifting assistances, business loss allowance and Business premises re-establishment allowances as per the approved Entitlement matrix (EM) of the project.</p> <p>Provision of skill upgradation training is also given in the approved EM, the RAPIIC will carry out a need assessment survey. Based on the interest and feasibility of the displaced people appropriate training, skill & livelihood enhancement etc., would be given to upgrade their skills & livelihood restoration. A suite of measures are proposed for livelihoods restoration under Chapter 12.</p>
Relocation of displaced common Property resources	<p>The respective user communities will be consulted, and relocation would be done accordingly. The RAPPIC will facilitate the KRIDE and the user community to relocate the displaced common property resource. Please refer to 1.7.4. for the details of the CRPs affected.</p>
Loss of access to the properties due to acquisition/utilization of existing roads.	<p>Access to all the properties would be ensured by the KRIDE in coordination with the line departments.</p> <p>RAPPIC will help the affected people to redress their grievance within the stipulated timeframe as per GRM.</p>
Closure of existing railway level crossings (LCs) due to the Project.	<p>All the 34 existing LCs will be eliminated through ROBs / RUBs and thus improve safety. Additional cross passages are foreseen at stations. Underpasses and skywalks are also included in the design. The alignments of the</p>

Social Risks	Mitigation Measures adopted
	corridors will not create barriers or significant detours for local communities.
Community health and safety	<p>This Project is not anticipated to have significant adverse impact on the community health of the local people; Risks will be mitigated however, by general health and safety and hygiene provision to be followed in the labour camps etc. has been included in the EMP. The EPC Contractors will establish labour camps with facilities as per legislation and good international practice (IFC Guidance). Contractor would be suggested to hire vacant apartments for providing accommodation to workers including the migrant labours. The migrant workers in the Project will be registered as per legislation (The current metropolitan area population of Bangalore in 2022 is 13,193,000. Around 50% of the population in Bangalore are considered migrants).</p> <p>The occupational health and safety of the workers will be taken care of by HSC plan developed and implemented by the contractor. This will include a laborers Code-of-Conduct. This will safeguard the Community Health and Safety aspects as well.</p> <p>Provision of ensuring the safety and comforts to the Elderly, Women, Children Differently abled & Transgenders (EWCD&T) has been included in the Gender Action Plan (GAP).</p> <p>Accident risks for public road users due to construction traffic and site activities will be managed by a traffic management plan.</p>
Other Impacts on local population	Recreation function, visual amenity, and ecosystem services of urban vegetation will be impacted by loss of trees and urban greenery. Trees will be compensated as per tree management plan. Sites for replanting /transplanting of trees will be selected to serve urban biodiversity functions and recreation and visual amenity.
Squatters (Residential)	<p>For Resettlement of Permanent physical displacement</p> <p>a) One-time financial assistance based on valuation of structure by approved valuer subject to a minimum of Rs 5,000. Property valuation without deducting depreciation to be based on principles of replacement cost and</p> <p>b) Inconvenience Allowance: Onetime payment of Rs. 30,000, is provided.</p> <p>c) Shifting allowance Rs. 30,000/-</p> <p>d) Subsistence Allowance Rs. 30,000/-</p> <p>In addition to this Supporting Measures and Livelihood Restoration (permanent and temporary displacement) measures such as</p> <p>a) Fund management support such as counselling, micro plan preparation, financial literacy, linkages with government schemes and banks etc.,</p> <p>b) b) Assistance in the identification of alternative residential premises; and access to livelihood restoration measures as per chapter 12 are provided.</p> <p>c) Access to livelihood restoration measures as per chapter 12 are provided.</p>
Squatter (Commercial)	<p>For Resettlement (permanent economic displacement),</p> <p>a) One-time financial assistance based on valuation of structure by approved valuer subject to a minimum of Rs 5,000. Property valuation without deducting depreciation to be based on principles of replacement cost,</p> <p>b) Inconvenience Allowance: Onetime payment of Rs. 30,000,</p> <p>c) Business premises re-establishment Rs. 540 per sq. ft in respect of commercial portion only.</p> <p>d) Shifting allowance Rs. 35,000/-</p> <p>e) Subsistence Allowance Rs. 30,000/-</p>

Social Risks	Mitigation Measures adopted
	<p>f) Business loss Rs. 50,000/-</p> <p>In addition, Supporting Measures and Livelihood Restoration (permanent and temporary displacement),</p> <p>a) Fund management support such as counselling, micro plan preparation, financial literacy, linkages with government schemes and banks etc.,</p> <p>b) Assistance in the identification of alternative commercial premises and</p> <p>c) Access to livelihood restoration measures as per chapter 12 are provided.</p>

Apart from the above, some of the key impacts during the Construction Phase are:

- ❖ labour and working conditions (and workers camps for labour including migrant workers)
- ❖ Occupational Health and Safety
- ❖ General management of health and safety
- ❖ Temporary construction impacts on local businesses and livelihoods

7.4. Labour and Working Conditions – Mitigation and Management

Measures proposed to be undertaken to prevent the impact on labour camps are listed below:

- The EPC Contractor should not employ child labour or forced labour.
- EPC Contract should provide contract detailed terms and conditions of employment and an ID card with identification details to each of the workers.
- The EPC Contractor should explain the code of conduct to every worker at the time of joining and get the same signed.
- The contractor should obtain a labour license and insure all the labour under Worker Compensation Act 1923
- Camp locations should be carefully selected to avoid the land use categories: residential, sensitive and Eco-sensitive areas. Distance of minimum 500 m shall be maintained between the said land use and labour camp locations. Camps sites shall preferably be established on waste and barren land so as the vegetation removal and tree cutting can be minimized.
- Camps shall be established at approx. 500 m distance from the water bodies to prevent any impact on the water body
- No Objection Certificate (NOC) shall be obtained from the land owner and the concerned authority prior establishment of the labour camp. The EPC Contractor needs to enter into a lease agreement with the land owner and submit a copy of the same to K-RIDE.
- Land shall be restored back to its original condition immediately after the completion of construction works and prior handing over the land back to the land owner. All waste materials, temporary/permanent structures etc. shall be removed from the camp site and the site shall be re-vegetated with the native species of trees, if the owner so requires
- Training and awareness shall be provided to the labour to not indulge in the unfair practices, such as trespassing into local community residences/ assets/ resources. The workers should avoid interactions with the local community.
- Labour camp should be enclosed with boundary wall/ fencing.
- Movement of the workers should be monitored by providing adequate security checks and all the workers shall be checked for availability of valid ID cards.
- A cooked food canteen on a moderate scale shall be provided for workers so that they can have their meal at a definite place. All the wastes generated from the canteen shall be treated/disposed. The labour need not depend the nearby facilities for food and so

interaction with the nearby community will be minimized.

- Firewood and other conventional fuels like dung cakes, paper, waste materials etc. shall not be used for cooking and camp fires. Contractor must provide only clean fuel for cooking like LPG gas.
- Health problems of the workers should be taken care of by providing basic health care facilities through a health centre set up at the construction camps. The health centre will have at least a doctor (part time), nurses, duty staff, medicines and minimum medical facilities to tackle first-aid requirements for minor accidental cases. Some arrangements will be made with the nearest hospital to refer patients of major illnesses or critical cases. The health centre will carry out quarterly awareness program on HIV – AIDS with the help of Karnataka State AIDS Control Society. Posters will be exhibited in the health care clinic for awareness. This will not only be beneficial for the labours/workers health but also very significant to protect the health of the nearby communities especially against the contagious diseases.
- Facilities at the camp sites shall be provided as per Building and Other Construction Workers Act (BOCWA), 1996 so as to establish proper sanitation facility and waste management system at the site to prevent impact on air, water and soil quality of the area.
- Construction camps shall be provided with sanitary latrines and urinals with the water facility. Closed drainage systems and the proper sewage treatment system according to the local conditions should be provided for proper disposal meeting the standards as prescribed by Central Pollution Control Board (CPCB). Soak pits shall not be provided within 100 m of the water body or any water source to prevent impact on water quality
- Food waste shall be handed over to the piggeries or any pig farm in nearby areas. Food and other compostable waste can also be treated within the camp through composting (vermicomposting/pit composting/organic waste convertors).
- All the municipal waste shall be disposed off through the authorized local waste management agencies only if no in-house treatment facility is available
- A Waste disposal and management plan will be prepared by the contractor before start of construction works and submitted to K-RIDE for their review and approval.
- Separate accommodation, canteen, rest rooms, toilets, etc. need to be provided to female workers. Creche facilities should be provided to female workers with children. A dedicated Ayah needs to be provided for baby care at the Creche.
- The areas where female workers are likely to visit should be well lit.
- Lactating female worker feeding their babies to be provided fully enclosed and covered space for feeding infants.
- A separate GRM for GBV related to female workers with participation female workers' representatives need to be established by EPC Contractor.
- The requirements of separate facilities for female workers should not deter the EPC Contractor from employing female workers.

7.5. Occupational Health and Safety – Mitigation

Workers need to be mindful of occupational hazards that can arise from construction works. Exposure to work-related chemical, physical, biological and social hazard is typically intermittent and of short duration but is likely to reoccur. Anticipated impacts and mitigations are listed below:

- Accidents due to construction activities, operation of heavy construction machinery & electrical appliances & cables, transportation of casted elements, construction & waste materials, handling of hazardous chemicals & explosives, exposure to UG/OH utilities, external traffic, biological hazards like venomous snakes, wild animals, rabid dogs, etc., exposure to heat/high temperature, drowning due to work on/near water body, etc. may affect health

and safety of worker at the project site

- There may be probability of spreading of contagious diseases like Covid-19 and Cholera due to creation of unhygienic conditions at the work sites and labour camps, etc.
- Chance of spreading of sexually transmitted diseases (STDs) among the construction workers like HIV/AIDS is quite possible and likely.
- Habit of usage of intoxicants is also a labour health associated issue, and this may also affect mental peace and health of others too.
- There may be chances of labour suffering with dust associated respiratory diseases, due to dust generation from the construction activities, operation of batching plants, casting yards, transportation and handling of casted elements, construction and waste material, operation of quarry and crusher units, etc.
- There may be impact on the workers' health like temporary or permanent loss of hearing abilities by noise and vibration generation due to construction and associated activities

Potential impacts on occupational health and safety are negative and long-term but reversible by mitigation measures. Overall, the contractor should comply with IFC EHS General and Railway Guidelines on Occupational Health and Safety. Other measures for mitigating the impacts are given below:

7.6. General Management of Health and Safety Related Measures

The below are the measures to be implemented for general management of health and safety.

- Proper housekeeping shall be carried out at site
- Entire site shall be barricaded by full height barricades as per design approved by K-RIDE
- No machinery/equipment/vehicle shall be staged/parked outside the project site/RoW
- No material/debris shall be piled up/stacked outside the RoW. All materials shall be properly stacked neatly within the project RoW/Casting Yards/Storage yards
- Proper dustbins and waste storage areas shall be provided at the project site to store waste. Waste storage bins/areas shall be covered
- Contractor shall have safety and health management system for all the construction activities to control and prevent any occupational accidents as per the National and International guidelines.
- Contractor shall implement workers health awareness and surveillance program including health check-ups, regular health monitoring systems for the workers, vaccination drives for prevention of diseases and awareness program
- Contractor shall establish Occupational Health Centres (OHC) at multiple locations and ensure availability of adequate first aid kits, first aiders, nurses, occupational officers at OHC 24 X 7 as per the National and International guidelines.
- Workers shall be provided with the hydrating drinks like ORS as required to prevent heat stress/exhaustion during summer.
- Provision of covered rest areas at regular intervals with proper facilities like resting desks, drinking water facility, toilets, etc.
- Contractor shall provide all the facilities such as potable drinking water, toilets with water facility, kitchen area, clean cooking fuel, proper bedding, adequate no of toilets and bathing areas, maintenance of cleanliness and sanitation etc. at the labour camp site. Labour camp establishment shall strictly follow the BOCWA, 1996 and the Karnataka BOCWA Rules.
- Ambulance with all the required facilities as per BOCWA, 1996 and the Karnataka BOCWA Rules, should be provided at all work sites to take injured persons to hospitals.
- Emergency contact details (including nearest hospitals and health centres) should be displayed at appropriate locations at construction sites & labour camps.

- Full time medical facility should be provided at each labour camp with first aid kits & first aider
- Sufficient supply of potable water should be ensured for all workers and employees on-site. Conducting regular monitoring of drinking water quality at site and labour camps
- Provision of dust and noise shields and maintenance of adequate distance between the workers and noise/dust generation activities as applicable
- Contractor shall implement administrative controls like practicing job rotation, maintaining work hours of labour, implementing work permit system, implementing LOTO, for the workers to prevent continuous exposure to dust, noise, heat, etc.
- Workers shall be provided proper training to handle any health-related emergency if any.
- All workers and staff should be provided with Personal Protective Equipment (PPE) appropriate to their job on site. Proper aids to minimize exposure to the dust and noise like masks, ear plugs, etc. need to be provided.
- EMP for dust and noise control shall strictly be followed as suggested.
- Framing and implementation of drugs/intoxicants prohibition policy by EPC Contractor during the entire construction phase is mandatory.
- Ensuring availability of snake charmers at the site 24X7 for catching the snakes and contacts details of the snake catching organizations shall be provided at the site to handle the situation in case of sighting of a snake. Anti-venom medicines can be kept in the nearest hospitals/PHCs to treat the snake bites, if any
- Drinking water quality, air quality and noise level shall regularly be monitored at all the labour camps sites as per CPCB guidelines in regular intervals as suggested in EMP
- The EPC Contractor and workers would need to take measures to avoid the spread of the disease and shall follow various guidelines/guidance notes issued by the national/state government, WHO, ILO, EIB/ World Bank/IFC from time to time. The EPC Contractors shall undertake COVID-19 risk reductions measures.

7.6.1. Safety Related Measures

- Safe work method statement including HIRA shall be prepared and implemented for all the construction activities
- Provision of adequate fire detection and firefighting system at the site like extinguishers, sand buckets, fire blankets, usage of fire-resistant materials/wires, etc. is required.
- Contractor shall prepare emergency preparedness plan to handle any contingency due to construction accidents and natural or man-made disasters like earthquakes, floods and dust storms.
- Contractor shall develop traffic management plan to prevent any traffic related accidents at or outside the site; including traffic jams and snarls. Contractor shall provide defensive training to the drivers to minimize the accidents.
- Contractor shall fence all electric sub-stations, high-tension towers, transformers, RMUs, switchgear, fuse boxes and other areas to minimize electrocution risk and shall also provide proper earthing, proper warning signs and conduct security patrols.
- Contractor shall ensure provision of safe work environment, provision of competent supervision, provision of safe equipment & machinery and provision of proper training to ensure safety at work site.
- Contractor should appoint an agency to provide awareness about the prevention of STDs among the workers. The agency shall work in close coordination with NACO and KSACS for organizing the awareness campaigns. Workers shall be provided with the condoms and diaphragms as required for minimizing spread of STDs
- Regular home visit holidays shall be given to the workers to ensure their proper mental health

- All workers shall be provided with job specific training, behavioral based safety training and awareness for ensuring the safety
- Smoking shall be prohibited at the site to prevent the health and fire hazard
- All construction sites should be barricaded with proper tamper proof fencing & security lighting and conduct regular security patrols and other security measures. All the construction activity and storage of material shall be strictly within the RoW. All hazardous chemicals & waste and explosives (if any) shall be stored as per the guidelines in the respective laws
- Avoiding usage of the chemicals or paints which may impact the health of the workers or community and shall encourage use of the VOC free paints etc. Material like asbestos shall be used with the required care at the construction site. However, if asbestos is used, the EPC Contractor shall prepare an Asbestos Management Plan.
- All workers and staff should be provided with Personal Protective Equipment (PPE) like safety jackets, helmets, gloves, goggles, life jackets in case of work on/near water body appropriate to their job on site to minimize exposure to the hazards
- Coordination with local police to curb the anti-social activities and usage of drugs & narcotics.
- Contractor will have regular monitoring and audits/inspection system for ensuring effective implementation of safety management system and shall ensure continuous improvement of its safety management system
- All the workers shall be tested for vertigo prior assigning working at height. Workers working at height shall be provided with the adequate PPEs like Harness with lifelines, Safety Jackets, Goggles and helmets
- Proper safe and wide working platform with railing shall be provided for the workers working at height. These working platforms shall be anti-slipping type
- A safety expert shall always be available at the site to supervise works being carried out at height
- All the ladders, platforms shall be inspected prior installation and shall regularly be inspected for fitness
- Manlifts shall be avoided and if is required all precautions shall be taken to ensure the safety
- Electrical safety inspections shall be conducted on daily, weekly and monthly basis. Scores for the monthly electrical audits shall be checked and improved every month to achieve the higher safety score.
- External electrical safety audits shall be conducted annually to ensure the electrical safety
- Findings of all the inspections and audits shall be closed with satisfactory requirements within given time frames by auditors/safety experts/electrical engineers
- Follow up audits/inspections for electrical and general safety shall be performed for verification of closure of the findings of inspections and audits
- Electrical safety at the site shall be ensured as per IEC-61439-1 & ISO-14001. Specific electrical safety measures are given below
 - Proper earthing of all electrical equipment is ensured as per IS 3043 and IEEE 80.
 - Proper Permit to work system is followed for proper isolation and safe working for all sections.
 - Lightning protection is provided as per IS 2309.
 - All electrical switchgears are equipped with latest numerical relays to isolate any faulty section within minimum time.
 - Fire alarm and detection system is installed as per IS 2189: 2008.
 - Electric shock and treatment chart and artificial respirators are provided at each installation of K-RIDE tracks as per CEA guidelines.
 - Insulating mat as per IS 15652 are provided for each HV and LV switchgears.

- Regular awareness programs regarding electrical safety are being conducted for ensuring proper safety.

7.6.2. Impact on Community Health and Safety

Impacts on community health due to proposed project are discussed below:

- Associated risks from accidents will affect health and safety of nearby residents in and around the project site.
- There may be probability of spreading of contagious diseases like Covid-19, Cholera, STDs, etc.
- There may be chances of suffering with dust associated respiratory diseases from the crusher unit, transportation of construction and waste material etc.
- There may be impact on the community like sleep disturbances, reduced hearing abilities by noise and vibration generation due to construction and associated activities
- Increase of crime like thefts, social unrest, unfair practices etc., in nearby communities due to establishment of labour camps

The following measures are proposed to mitigate the impacts:

- All construction sites should be surrounded with secure tamper proof fence, with security lighting, regular security patrols and other security measures to prevent trespassing. Only authorised persons shall be allowed to enter into the construction camps/sites.
- Contractors shall have health and safety management system to effectively prevent any accidents happening at construction sites.
- All materials and components should be stored and stacked safely in dedicated secure areas.
- Avoid use of any paints containing lead or its compounds as well as high VoCs and any material like CFC, asbestos, etc.
- Public health system capacity relies on detecting, testing, contact tracing, and isolating those who are or might be sick, or have been exposed to known or suspected communicable diseases. It is important to stop broader community transmission and prevent communities from having to implement or strengthen further community mitigation efforts. This can be done by organizing regular community health check-ups. Awareness program and vaccination camps will be organized in the nearby habitations/ settlements/ villages.
- Ensure that first aid kits are available in all working areas, supplied with adequate material and medicine as per the BOCWA 1996. Facility of ambulance needs to be ensured.
- Record of all nearest hospitals and health centres should be kept at each construction sites.
- EMP for dust and noise control shall strictly be followed as suggested.
- Labour camps shall preferably be established at minimum distance of 500m from the residential/ institutional areas
- Framing and implementation of drugs/intoxicants prohibition policy by EPC Contractor during the construction phase is mandatory.

7.7. Temporary construction impacts on businesses and livelihoods

The preliminary surveys did not reveal any impacts on vendors along the corridor. However, due to unforeseen situation, in case, Vendors (sitting/ standing/ moving) and mobile vendors (push carts) are affected, they may have to be away from work when the stretch they frequent is under construction. This may lead to income losses and client loss.

Employees/ self-employed may face restricted access to work places, closure of roads and traffic diversions, which would result in being late and losing business.

Due to closure of roads/ traffic diversions, unorganized workers such as Domestic helps, Delivery boys/girls, Taxi (cars and motor bikes) drivers, etc. many not be able to reach/ return in time; thus, loosing on time, job/ clients,

7.7.1. Mitigation/ Management Plans by EPC Contractor

Construction Phase.

During the construction phase, impacts will occur as a result of exposure to diseases arising from temporary or permanent changes in population, exposure to hazardous materials during construction and transport of raw and finished materials, safety concerns related to risk of accidents related to movement of heavy vehicles during construction. Security can be threatened if safeguard personnel engaged at construction site or contractor's facilities are involved in past mistreatments and if they are not trained adequately in the use of force (and where applicable, firearms). In order to minimize negative impacts, the following measures will be taken before and during construction:

- Construction work shall commence on site only when the **Health & Safety (H&S Plan)** has been adequately developed (as per the scope mentioned in the contract/ SBD for the entire duration of the contract), by the Contractor, and reviewed and accepted by KRIDE Representative; This plan should have clear roles for maintaining health and safety of workers as well as community and clear time lines for implementation of preventive actions.
- **Emergency Preparedness and Response Plan** will be developed prior to construction works starting;
- **Traffic Management Plan** will be developed for safe access to construction sites with minimum negative impact on the existing roads and in parallel to ensure community safety and easy access to their properties (homes, land, gardens, etc);
- For traffic control and safety, the information about the project activities will be announced through the local radio/TV for carefully driving (low speed) near the working areas. KRIDE and the Contractor/s will openly and transparently inform residents of the affected places and villages for planned activities that follow weekly;
- The traffic flow through the site and within the urban areas will be coordinated with the responsible traffic engineers in the BDA/BBMP and traffic police;
- An **Emergency Plan** will be developed, including to cover for the management of cases of incidents during the transportation of raw materials/hazardous substances;
- **Main Design** studies for construction of the suburban railway alignment will be developed and revised by supervisor/s according the national legislation on construction and best construction practice as well environmental requirements and pollution prevention principles;
- **Separate study** on pedestrian/vehicle crossings (over/under crossings) will be developed based on the site visits and consultations with local community, and any additional measures implemented within the design; The realignment portions proposed through the settlement and built-up areas would be given special attention
- The structural elements (bridges including the construction of the proposed 23 rail over bridges over/underpasses and viaducts) are to be design in accordance with national and international standards on safety and functionality;
- **Community health and safety educational program** will be developed to inform and build capacity of the local community and drivers on potential adverse impacts during the project activities.
- Residents will be informed that they will be not able to undertake their activities related with farming, community gathering and recreational activities within the railway belt area;
- Workers will receive training and guidance in how to avoid conflicts with the local community members and sign a labour code of conduct, in order to avoid creating conflicts with the local environment;

- Avoidance of unauthorized entry into contractor's facilities will be considered in their design and siting. The design, layout and site location of facilities should facilitate natural surveillance by police and the safeguards engaged by Contractor/s;
- Adequate selection of qualified security guards with appropriate training;
- Contractor will have to commit to investors that any material damage made by workers on local houses, buildings and other infrastructure will be subject to fair compensation;
- All necessary permits will be obtained prior to the start of construction phase from responsible institutions responsible for urban planning, communal works, forestry management, water protection, electricity and telecommunication, natural gas supply network and cultural heritage protection;
- The designer and Contractor/s will take into consideration all proposed preventive, mitigation and compensation measures included within the ESIA.
- The local residents should be informed about the deep excavations or piling works, especially the locations where old buildings are located.
- Sufficient time and arrangements would be given by the KRIDE to relocate the residents of the unsafe buildings during construction.

Operational Phase

During operation, community safety will be mainly endangered from the increased risks for accidents from unauthorized crossing of railway and electrification.

In order to minimize negative impacts, the following measures will be taken before and during the operational phase:

- All 34 Level Cross (LC) will be replaced with overpasses or underpasses;
- Adequate warning devices will be installed to warn pedestrians that a train is approaching; special attention will be given to stations and curve locations and built-up locations.
- Community health and safety educational program will be developed and implemented.;
- Information on safety performance (relating to both accident investigations and overall statistics) will be made publicly available. Safety performance and other safety related data will be developed.
- Methodology for risk assessment to be developed;
- Making information on the suburban railway publicly accessible - for example by release to a website or newspapers.
- RAPIC will organise program to create awareness on safety during construction and operation for the people staying along the project corridor.
- To ensure the safety of weaker sections (EWCD) provisions are given in the GAP, GAP would be implemented by the KRIDE.

Assessment of Residual Effects

The mitigations described above are intended to avoid or minimize the following impacts:

Construction Phase

- Impacts from the influx of temporary workers
- Impacts from increased community exposure to disease
- Impacts from increased traffic and heavy vehicles on local roads during construction
- Safety issues associated to the entrance of non-authorized people on the construction site

As per the assessment, the Communities have a very high sensitivity to impacts on their community health, safety and security. Magnitude of the impact from the influx of temporary workers without mitigation measures was estimated to be low negative. The probable success of the mitigation measures is considered to be high; the proposed mitigation measures were successful under similar

circumstances. The magnitude of the impacts with the implementation of mitigation measures remains low negative. The significance of the residual effect is then **neutral/slight negative**.

Magnitude of the impact “increased community exposure to disease” without mitigation measures was estimated to be high negative. The probable success of the mitigation measures is considered to be moderate; the proposed mitigation measures have been successful under different circumstances. The magnitude of the impacts with the implementation of mitigation measures becomes low negative. The significance of the residual effect is then **moderate negative**.

Magnitude of the impact from increased traffic and heavy vehicles on local roads during construction without mitigation measures was estimated to be high negative. The probable success of the mitigation measures is considered to be high; the proposed mitigation measures have been successful under similar circumstances. The magnitude of the impacts with the implementation of mitigation measures becomes low negative. The significance of the residual effect is then **slight negative**.

Magnitude of the impact related with safety issues associated to the entrance of non-authorized people on the construction site without mitigation measures was estimated to be high negative. The probable success of the mitigation measures is considered to be high; the proposed mitigation measures have been successful under different circumstances. The magnitude of the impacts with the implementation of mitigation measures becomes low negative. The significance of the residual effect is then **neutral**.

Operational Phase

Impacts from better access to the larger portions of the Bangalore city from suburban area and health services located in city area.

The operational suburban railway could be considered as a potentially significant possibility for providing better accessibility to the larger part of the city and health services located in city centres. Thus, the magnitude of this impact without enhancement measures is estimated to be high positive. The probable success of the enhancement measures to maximize anticipated benefits is considered to be moderate; the proposed measures have been successful under different circumstances.. The magnitude of the impacts with the implementation of enhancement measures remains high positive. The significance of the residual effect is therefore considered to be **large positive**.

Safety issues associated with crossing of rail track

Crossing of railway tracks could be considered as a potentially significant risk to community health and safety resulting in loss of community lives thus the magnitude of this impact without mitigation measures is estimated to be high negative. The probable success of the mitigation measures is considered to be moderate; the proposed mitigation measures have been successful under different circumstances. The magnitude of the impacts with the implementation of mitigation measures becomes low negative. The significance of the residual effect is therefore considered to be **slight negative**.

7.7.2. Community Tensions – Mitigation Measures

Construction Phase.

During the construction phase the presence of a number of temporary workers from outside of the region in the local communities could increase community tensions. Different cultural and social background of the workers compared with the local people could be a reason for potential issues to occur (e.g. verbal conflicts, written and oral threats and even physical violence). This in combination with the disruption to normal life of the local people due to the construction activities creates a ground for

increased community tension. The potential disruption to normal life includes: loss of livelihood and land, increased transportation time, heavy vehicles on local roads, restricted movement within construction area, presence of workers camps within the community, etc.

In order to minimize negative impacts, the following measures will be taken before and during construction:

- Workers will receive training and guidance in how to avoid conflicts with the local community members and sign a labour code of conduct, in order not to create conflicts with the local environment;
- Worker camps will be located outside the communities;
- **Local Workforce Recruitment Plan** will be developed in order to assure employment of as much as possible local workforce;
- Limited regime of movement of workers in the area around the construction sites. Mode of movement must be well organized and defined by agreement between KRIDE and EPC Contractor;
- Strengthening of public/administration awareness (Local Self Government, medias, NGO's) has high importance for decreasing community tensions. Executing agency and the local authorities must be capable for handling increased grievances from the residents towards disturbance of their normal way of living.

Operational Phase

During the operational phase there will be some reaction of the community related to the increased risks of accidents on railway crossings and electrification. Communities at or close to the railway line will mainly be disturbed by noise and vibration caused by train operations. This is expected to be more in the beginning until they have adapted to the changed living conditions associated with railway. Mitigation measures proposed for Community Health, Safety and Security and mitigation measures elaborated under quality of life cover impacts related to the community reaction to the operation of suburban railway.

Assessment of Residual Effects

The mitigations described above are intended to avoid or minimize the following impacts:

Construction Phase

Communities are generally considered to have very high to high sensitivity to effects which result in an increase in tension caused by influx of workforce into local communities, disruption caused by construction works during construction phase and due to the disturbance arising from the operation of railway.

Effects from influx of workforce into local communities

The entry of a temporary labour force into an area could cause different negative impacts within the local communities including conflicts between local community members and newly arrived people mainly due to differences in socio-cultural background. The magnitude of this impact without mitigation measures was estimated to be low negative. The probable success of the mitigation measures is considered to be moderate; the proposed mitigation measures have been successful under different circumstances. The magnitude of the impacts with the implementation of mitigation measures remains low negative. The significance of the residual effect is therefore considered to be ***slight negative/neutral***.

Community reactions due to the disturbance arising from the construction works

Magnitude of the impact from community reactions due to disturbance arising from the construction works, without mitigation measures was estimated as high negative. The probable success of the mitigation measures is considered to be high; the proposed mitigation measures have been successful

under similar circumstances. The magnitude of the impacts with the implementation of mitigation measures is considered to be reduced to medium negative. The significance of the residual effect is then determined to be ***moderate negative***.

Operational Phase

Community reactions due to the disturbance arising from the operation of railway

The magnitude of this impact without mitigation measures was estimated to be high negative. The probable success of the mitigation measures is considered to be moderate; the proposed mitigation measures have been successful under different circumstances. The magnitude of the impacts with the implementation of mitigation measures becomes medium negative. The significance of the residual effect is therefore considered to be ***moderate negative***.

Chapter 8. Engagement & Consultation Framework

8.1. Background

Public consultation is a continuous process throughout the project period-project preparation, implementation, monitoring and evaluation stages. The sustainability of any infrastructure development project depends on the participatory planning in which public consultation plays major role. To ensure peoples' participation in the planning phase of this project and to treat public consultation and participation as a continuous two way process, numerous events were arranged at various stages of project preparation i.e., Detailed Project Report (DPR). Aiming at promotion of public understanding and fruitful solutions of developmental problems such as local needs, problem and prospects of resettlement, various stakeholders i.e., displaced persons, government officials, local community leaders, people and elected representatives of the people are consulted through community meetings, focus group discussions, individual interviews and formal consultations. The project will therefore ensure that the displaced population and other stakeholders are informed, consulted, and allowed to participate actively in the development process. This will be done throughout the project, both during preparation, implementation, and monitoring and evaluation of project results and impacts.

Keeping in mind the significance of consultation and participation of the people who are likely to be affected due to the proposed project, public consultation has been taken up as an integral part of social and environmental assessment process. Consultation was used as a tool to inform and educate stakeholders about the proposed action both before and after the development decisions were made. It assisted in identification of the problems associated with the project as well as the needs of the population who are likely to be affected. This participatory process helped in reducing the public resistance to change and enabled the participation of the local people in the decision making process. Initial public consultation has been carried out in the project areas with the objectives of minimizing probable adverse impacts of the project and to achieve speedy implementation of the project through generating awareness among the community about the benefits of the project.

As mentioned under previous chapters, the alignment and designs are yet to be finalized. Once the designs are finalized, the impacts can be assessed. The surveys will be updated for preparation of the corridor wise RAPs. The consultations conducted till now are inadequate and are not in a formal format, as the consultations could not be conducted due to public non-cooperation, non-cooperation of PAHs/ communities, the demand for disclosing the CRP, the yet to signed MOU with KSDB, etc. Presently, as a) the designs are submitted by EPC contractor section wise and the survey can be updated for these sections/ corridors, b) the CRP is being approved by the K-RIDE Board of Directors, so that it can disclosed to the PAHs, c) discussions are in progress with KSDB for signing the MOU, so that the notified slum surveys and consultation can be updated, etc. This provides for conducting adequate representative comprehensive meaningful formal consultations to receive feedback from all sections of stakeholders including the PAHs and communities.

Though the Grievance Redress Mechanism (GRM) at K-RIDE is operational, the project GRM needs to be disclosed to the project stakeholders. This can be done as soon as the SIA is approved by the Lenders. However, no construction related relocation has taken place yet, under any of the corridors. As mentioned under previous sections, the finalization of the corridor wise RAPs will require that all affected people and slum dwellers are enumerated and in particular are consulted on the final relocation options and other entitlements.

8.2. Consultation and Participation

Consultation with PAPs is the starting point to address involuntary resettlement issues concerning land acquisition and resettlement. People affected by resettlement may be apprehensive that they will lose their livelihoods and communities. Participation in planning and managing resettlement helps to reduce their fears and gives PAP's an opportunity to participate in key decisions that affect their lives. The initial step for consultation and participation is to identify the primary and secondary stakeholders and sharing information about the proposed Suburban rail project with the local and affected people.

Public information and consultation was carried out during the project preparation stage in the form of public meeting, Focus Group Discussion (FGD), in-depth interviews and individual consultations. The consultation process ensured that the likely project affected persons (PAPs), local community and other stakeholders were informed in advance to participate and consult actively. This serves to reduce the insecurity among local community and likely PAPs opposition for the project because of transparency in the consultation process. The purpose of consultations was to inform people about the project, their issues, concerns and preferences, and allow them to make meaningful choices. Consultations will also be carried out during the implementation, monitoring and evaluation stage. Concerns, views and suggestions expressed by the participants during these consultations have been presented in the following sections. The outcomes of consultations have been shared with design team to incorporate in design wherever possible.

8.3. Objectives of the Consultation

The main objective of the consultation process is to inform the PAPs about the anticipated benefits, negative impacts and mitigation measures of the project. The objectives of public consultation as part of this proposed Bengaluru Suburban Rail Project are:

- Disseminate information to the people about the project in terms of its activities and scope of work; and understand the views and perceptions of the people affected and local communities with reference to land acquisition or loss of structure and its due compensation.
- Understand views of affected people on land acquisition and resettlement options and generate idea regarding the expected demand of the affected people;
- Identify contentious local issues which might jeopardize the implementation of the project;
- Identify and assess major economic and social information and characteristics of the project area to enable effective social and resettlement planning and its implementation.
- Resolve issues related to impacts on community property and their relocation. Establish transparent procedures for carrying out proposed works;
- Create accountability and sense of local ownership during project implementation;
- Establish an understanding for identification of overall developmental goals and benefits of the project.
-

8.4. Tools for Consultation

During preparation of SIA preliminary public consultations and discussions were conducted by SIA study team with the help of IA (K RIDE) through community meetings with PAPs as well as general public and group discussions at particularly Project Affected Areas (PAAs). The following methods were adopted for conducting public consultation:

- Public meetings/consultations
- Focus Group Discussions (FGD) with different groups of affected people including residential groups, traders, and slum dwellers (squatters).
- Discussions and interviews with key informants

8.5. Approach and Methods of Consultation

Preliminary public consultations and discussions were conducted by SIA study team through community meetings with Project Affected Persons (PAPs) as well as general public and group discussions at identified social sensitive sections (where adverse social impact could be high) of BSRP alignment. The consultation process involved various sections of affected persons such as traders, shop owners, residents, squatters, kiosks, student group and other inhabitants. During public consultations, issues related to trees transplantation, adaptation of public transport from private transport, benefits of suburban rail project, land acquisition, loss of customer and income, compensation, traffic and pollution during construction, income restoration, employment generation, information flow, grievance redressal, safety, health and education facilities for children of PAHs etc. were discussed. The Resettlement Action Plan (RAP) addresses all issues raised during public consultation and recommends institutional strengthening measures as well. Walk-through informal group consultation at station locations and other nearby locations were conducted involving different people including residents, traders, shop keepers and slum dwellers who are likely to be affected as well as non-affected people. A random survey and discussion have done with the probable users of the BSRP and gathered their perception about the project.

8.6. General Consultations and Key Informant Interviews

Summary of consultations held with the key informants and project affected households is summarized in below table, further the minute of the meeting is attached as Annexure D.

8.6.1. Random Survey among 1000 Probable Users of BSRP

A random survey among the probable users of BSRP conducted to understand the perception about the upcoming project, the current mode of travel, origin and destination of the traveler, purpose of travel, expenditure for travel etc. Total 1000 (thousand) people covered under this survey. The survey was conducted at nearest market area of the upcoming BSRP stations. The survey has done in various time schedule (Section-1: 8 to 10AM; Section-2 11 AM to 1 Noon; Section-3: 2 to 5PM) to capture various category of travelers. Analysis of this survey is provided a representation of category of travelers and their perception about the project, also the facilities to be included in the design.

Out of the 1000 people responded to the random survey 282 are female participants. The participants include students (132 numbers), working women (102 Numbers), housewife's (occasional travelers) (36 numbers), elderly people (12 numbers) etc. The following are the major concerns shared by the female participants.

- Lack of end-to-end connectivity is the main issue of the commuters. If KRIDE provides sufficient facilities for parking, mainly at the stations located outside the city would be beneficial for the daily commuters (working women and students).
- Integration of BMTC with BSRP: BMTC may operate feeder bus services from outskirts settlements to the nearest BSRP stations on a regular basis, which will make BSRP more inclusive especially for women.
- All the station area including the parking area and footpath till the nearest bus stop should be well lit. Police patrolling may also be ensured and CCTV may be installed all the stations and parking areas.
- Toilet facilities may be provided at all the stations (should not be at the isolated area), while designing the restrooms woman traveling with small kids also to be considered.
- Station design must be differently abled people friendly.
- Reserved coaches would be beneficial for women travelers, particularly at peak hours.

Bangalore Suburban Railway Project
SIA & RAP Report

- The lift must be transparent to avoid harassment to the women travelers.
- Security staff may be deployed in all the stations and even in the coaches, particularly in late evening and early morning hours.
- Displaying of helpline numbers would benefit the women travelers to register their complaints.

**Bangalore Suburban Railway Project
SIA & RAP Report**

Table 41. Summary of Consultations

Place & type of respondents	Date & Time	Number of Participants		Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
		Male	Female		
Key Informant. Commissioner, Karnataka Slum Development Board, Bangalore Board,	17 March 2022, 4 PM	2	-	Discussion on the practical difficulties prevails on the resettlement of the slum dwellers	██████████ Commissioner KSDB has suggested to have a joint meeting with the KSDB, KRIDE officials and elected representatives of the slum located constituency (Malleswaram Constituency). This is communicated to KRIDE and incorporated in SEP.
Manager at office of the Special Land Acquisition Officer, Karnataka Industrial Area Development Board, Bangalore	25 March 2022, 2 PM	1	-	Compensation and Resettlement of Non-titleholders, those who are not covered in as per Karnataka Industrial Areas Development Act 1966 (KIADA)	Suggested to develop an entitlement matrix and also to make institutional arrangements to pay the amount by the KRIDE office. The institutional arrangement is being done at KRIDE to disburse the Resettlement assistances for the eligible PAPs as per the entitlement matrix.
Special Land Acquisition Officer, Karnataka Industrial Area Development Board, Bangalore	11 April 2022, 2 PM	2	0	Compensation and Resettlement of Non-titleholders, those who are not covered in as per Karnataka Industrial Areas Development Act 1966 (KIADA)	
Residential and Residential cum commercial owners. Mohan Kumar Nagar, corridor 2 (This is not a slum)	17 March 2022, 2 PM	9	2	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.	Considered in the entitlement matrix. As far as transparency is concerned the acquisition is being done as per the land acquisition Act
Residential owners of declared slum, Mr. Jayaram Colony, Mathikere	18 March 2022, 4 PM	12	0	Identify the probable social issues including, loss of assets and loss of livelihood. Expectation on compensation and resettlement and rehabilitation.	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

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants		Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
		Male	Female		
Corridor 2					<p>area of which they presently enjoying in the current location.</p> <p>Few people suggested that the resettlement site should be near to the existing location.</p> <p>The people said that they are approaching all the agencies including the Karnataka Slum Development Board, elected representatives to avoid displacement.</p> <p>The provision for resettlement is included in entitlement matrix and it has been communicated to the PAPs</p>
Residential owners of slum, Nayandahalli, Near Railway Gate, Vinayaka Extension. Corridor 3 (This is part of Krishnadevaraya Station)	21 March 2022, 1 PM	6	8	Identify the probable social issues including, loss of assets and loss of livelihood. Expectation on compensation and resettlement and rehabilitation.	<p>They stated that without a proper plan for rehabilitation they will not cooperate with the project.</p> <p>The female participants have stated that, their situation will be very pathetic if the project has not done proper resettlement for them. Hence proper resettlement to be done prior to the displacement.</p> <p>The provision for resettlement is included in entitlement matrix and it has been communicated to the PAPs.</p>
Displaced Employees of commercial building,	14 March 2022, 2 PM	9	0	Identify the probable social issues including loss of livelihood. Impact may happen to the employees, expectation on livelihood restoration and resettlement and rehabilitation, etc.	Demanded for some resettlement assistances for the period of actual job loss.

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants		Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
		Male	Female		
Yelahanka (Near Railway Station) Corridor 1 and 4					Provision given in the EM and the same has been disclosed to the PAPs.
Residential and Residential cum commercial owners. Yelahanka (Near Railway Station)- Corridor 1 and 4	14 March 2022, 3 PM	4	4	Identify the probable social issues including, loss of assets and loss of livelihood. Expectation on compensation and livelihood restoration and resettlement and rehabilitation.	<p>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.</p> <p>The female members communicated that, currently they are managing their personal as well as their children's additional requirements (mostly for studies) from the income what they are getting from the weaving, they are worried that after the project they will be deprived and they will have to depend on their husband or son even for their personal needs, which is distressing.</p> <p>Provision for resettlement of physical and economical displaced families has included in the EM.</p>
Displaced Residential Tenants. Mahadevapura (Bellandur Road) Corridor 4	15 March 2022, 11.30 AM	7	2	likely adverse impact may happen to the residential tenants, what is their expectation on relocation to new houses.	They are worried on getting the deposited amount (advance paid to the owner) refunded 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

Bangalore Suburban Railway Project
SIA & RAP Report

Place & type of respondents	Date & Time	Number of Participants		Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
		Male	Female		
					<p>transport their household item to new location.</p> <p>Provision given in the EM and the same has been disclosed to the PAPs.</p>
Displaced aged Residential Owner and Tenants, Mahadevapura (Bellandur Road) Corridor 4	15 March 2022, 11 AM	2	3	Identify the probable social issues including, loss of assets and loss of livelihood Expectation on compensation and livelihood restoration and resettlement and rehabilitation.	<p>████████████████████ 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 two storied 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 ██████████/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).</p> <p>The tenants requested for sufficient advance notice and some assistance for shifting the assets.</p> <p>Provision for resettlement of physical and economical displaced families has included in the EM and the same is communicated to the PAPs.</p>

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants		Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
		Male	Female		
Meeting with KSDB with regard to Mathikere slum, at the Commissioner, KSDB office.	25 Oct 2023 16.40 Hrs	9		<p>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.</p> <p>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.</p> <p>Accordingly, meeting with MLC and the representatives of the slum dwellers, officials of K-RIDE and KSDB have been scheduled on 02.11.2023;</p> <p>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;</p>	K-RIDE officials will be meet KSDB again to chalk out the framework for an agreement on the issue of Mathikere slum.
Meeting with Shri MR Seetharam (MLC & Former MLA /GoK) with regard to Mathikere slum, at his office, along with	02 Nov 2023 14.30Hrs	13		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 4 representatives of M R Jayaram Slum dwellers.	Need to conduct further consultations with the slum dwellers and KSDB for proceeding with detailed planning with regard to timing, finances, temporary relocation options, sites and services for the proposed housing, designs for the proposed housing, etc.

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants		Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
		Male	Female		
KSDB officials and 4 Slum Dwellers				<p>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.</p> <p>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 neighbors' slum residents. Since, temporary relocation is required for BSRP execution.</p> <p>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. This new housing is not for temporarily relocating them during the construction. This new housing scheme is separate and independent of the project⁴⁰.</p> <p>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</p>	

⁴⁰ During this meeting on-top of the discussion on temporary resettlement related to the BSRP project, the Commissioner of KSDB brought on table the housing scheme that is planned, irrespectively of the project.

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants		Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
		Male	Female		
				<p>will be calculated & facilitated to KSDB towards the contributory funding for the dwellers for permanent resettlement at housing project of KSDB, should this be required. This is one possibility, as permanent housing is a long standing demand of slum dwellers, if the housing scheme materializes, then the Rs. 5 lakhs provided under the CRP can be used as contributory funding.</p> <p>The representatives of M R Jayaram slum dwellers expressed their desire to help by all means in construction of suburban rail.</p>	

8.7. K-RIDE Initiatives regarding Mathikere Slum

K-RIDE has initiated consultations with Karnataka Slum Clearance Board, which is in charge of notified slums, about the impacts on the Mathikere slum, which falls under the Corridor 2. The elevated alignment will pass on 1st Main Road over the fringe of the slum settlement. Whereas, to avoid any risk, demolition of houses may not be necessary, the construction activities for the viaduct section do not allow for people residing in the houses during construction. The impacts on the 109 PAHs will be temporary and they will be expected to return to their homes after construction activities are completed.

The Mathikere slum is known as “M R Jayaram Colony”. This is notified slum in the northern region of Bangalore. This slum spreads over an area of 1.03 acres (4,168.30 sqm) with the length of 390 m and width of 10.69 m. It is located within the boundary of Indian Railways where the earlier narrow gauge alignment been operational. This slum contains 143 structures in total and 650 persons are staying in the slum. While many of the slum residents are illiterates and marginally literates; there are who have good education qualifications such as MBBS (doctor; 1 person), Engineers (3 persons), Graduates in Arts (6 persons), etc. who are also residents of the slum. The key occupations of the Slum dwellers are construction workers, helpers, Municipal workers, Auto rickshaw & lorry drivers, domestic workers, daily wages workers, etc. The slum dwellers also include 43 widows and 6 Persons With Disabilities.

The earlier proposed alignment of Corridor 2 was above the slum resulting the permanent displacement of the entire slum. Later, there was a revision in the location of station. To accommodate the horizontal curve and the vertical gradient, the alignment has been revised. The revised alignment resulted in minimizing the impacts on the slum. As per the revised alignment, the pillar foundations will be on the road, due to which 12 private buildings, 13 encroached buildings and 7 empty lands (total 32 properties) are impacted.

Preliminary consultations were conducted by K-RIDE with the representatives of Mathikere slum involving the KSDB officials. These consultations with the slum dwellers, their leaders and representatives and KSDB, will continue for proceeding with detailed planning with regard to timing relocation, finances, temporary relocation options, sites and services for the housing if required, designs for the proposed housing, livelihoods restoration, payment of entitlements, etc. All the project affected slumdwellers will be consulted. In the meanwhile, K-RIDE, in consultation with KSDB and Mathikere slum representatives, will chalk out the contours of the Framework Agreement for signing a Memorandum of Understanding (between K-RIDE and KSDB). This MoU will have the following details:

1. Allowances to be paid to affected slum dwellers (these are Rental Allowance, if temporary relocation is required, Shifting allowance, Subsistence allowance, etc.
2. The Slum Dwellers, whose livelihoods are affected will be included in the livelihoods restoration plan to be prepared by RAPPIC.
3. The approach and methodology to be used for slum dwellers participation in the relocation process.
4. The process and protocols to secure the slum dweller’s existing houses and their belongings during the temporary relocation.
5. If any permanent relocation of any slum dweller is required, the procedures for the following will be detailed in the Memorandum of Understanding (Framework Agreement).
 - j) identification of resettlement sites,
 - k) design options and approvals,
 - l) financial contribution from project and government subsidies/ grants, and any contributions from the slum dwellers,
 - m) construction arrangements, etc.
 - n) other provisions of the Resettlement and Compensation Policy
6. A list of the affected slum dwellers duly indicating their consent will be annexed to the MoU.

The Memorandum of Understanding will be in place and implemented before the commencement of construction activities along Mathikere slum section of Corridor 2.

8.8. Mathikere Major Findings of Public Consultation

It is important to mention that the public consultation has been conducted with both types of respondents either directly or indirectly affected due to the proposed Bengaluru Suburban Rail Project. Major social issues like relocation, livelihood opportunity, shifting allowance, women empowerment due to mobility improvement, awareness about project and benefits were discussed during consultation.

Relocation Option: While talking about relocation options, the respondents have actively expressed their opinions about this issue of relocation. The respondents from slum communities located various locations of the alignment reported that they do not like to relocate, however few are reported that they would relocate if they got title deed and resettlement assistances from the KRIDE. If relocation sites are developed by K-RIDE, then the title deeds will be given to the allottees, in the name of both the spouses. If finding an appropriate site for relocation is a problem, then K-RIDE would provide cash in lieu of site and building. They further added that the people should be relocated to such places where they can be able to access the basic facilities like school, hospital, local market along with source of income. The business owners stated that they have been doing the business in the same location for decades and if they shift from this location to some other areas, they may lose their customers. Hence while fixing the compensation the period required for regaining the business also to be considered. The titleholders of the private properties mostly demanded for current market rate (same as the compensation packages adopted in Bangalore Metro Rail Project).

Livelihood Opportunity: During public consultation, both positive and negative aspects of livelihood opportunity have been discussed. It was observed that livelihood opportunity is very much connected with relocation option. Business owners expressed (mainly the realignment stretches of Corridor 4) their anxiety that most of them may not be able to run their business during the project implementation. The owners of the displaced shops demanded sufficient amount to restart their business in other places. Certain people have positively commented that the suburban will bring more customers from the outskirts of the city, while the taxi and auto ricksha drivers communicated that this suburban rail project effect on them adversely.

Other than the resettlement issues and restoration of loss of livelihood activities the following are the comments/requests/suggestion made by the participants of consultations on environmental and social aspects are summarized as under:

8.8.1. Environmental Aspects

Positive Comments:

- About 64 % of the public participated in Focus Group Discussion (FGD)'s/ Public interactions are supported the BSRP project.
- Publics strongly believed that, introduction of suburban rail will facilitate them to access other parts of the city in safe and shorter time.
- Publics are in the opinion that, Suburban rail will enhance the environmental condition of their region.

Request/Suggestions:

- Requested for appropriate noise control measures also suggested to not to honk within the city limit.
- Suggested to provide adequate drainage system along the BSRP corridors to avoid inundation/ water logging during rainy seasons and proper maintenance of the same.

- Demanded for adequate underpasses to cross railway from one side to another side.
- Requested for proper fencing at road junctions to avoid dumping of construction waste and garbage along the alignment.
- Demanded to minimize the tree felling and undertake tree plantation and landscaping along the railway track to enhance the green cover and to improve aesthetics of the region.
- Suggested to complete the construction of suburban rail project quickly within a given time frame.
- Proposed improvement should be limited and to be minimum impact to their land and their property.
- Demanded for appropriate compensation for loss of land property and livelihood.

8.8.2. Social Aspects

Positive Comments:

- The project will provide better connectivity between the suburban areas of Bengaluru with the city centers of Bengaluru, which will control the concentration of settlements in the city centers.
- Lower income families can stay in affordable houses in suburban areas of Bengaluru and commute to the city for their source of livelihood at affordable travel cost, which will have control on developing new slum settlements also.
- Travel time reduces as suburban railway project caters the people from the outskirts of the city without traffic block. People believe that suburban railway project will enhance the aesthetic looks of the city, as the migration to city centers would be reduced.
- People do not have any problem in surrendering their land and assets if better rates are given for their affected assets. The proposed suburban railway project would be an efficient and effective transport facility for the people settled in the outskirts of the city for their day to day travel. It will also reduce air pollution, save fuel and road accidents.
- The proposed suburban railway project will lead to diverse ways of livelihood opportunities for people also savings on their expenditure on day to day travel. People told that, due to the high expense on the travel cost and time delay they are compelled to stay in city in unhygienic atmosphere, once the BSRP is operational they can move to the outskirts and travel for their work.
- The BSRP would be a reliable mode of transport with high safety to the vulnerable sections of the society, hence the mobility of women would be increased. Women in Indian scenario need to travel along with aged parents (medical purpose) or with minor children, travelling in public bus will always be difficult for them. They feel that the BSRP will be a more comfortable travel mode for them.
- The suburban railway project will provide more livelihood opportunities for small and marginal farmers, those who cultivating vegetables, fruits and flowers in the outskirts of the city, as suburban railway project will provide good access to these people to the market for their produces.
- Few households based small poultry farmers shared their opinion that, the BSRP may give better opportunities for them also, as there is a high demand for country hen egg in Bangalore city but taking the eggs in buses are always risky.
- The women face a lot of difficulties while travelling on public buses. However, they feel that Suburban railway would be a safe mode of transport for them. The women demanded for separate coach reserved for them on the train, at least in peak hours and guarded coach in late evenings and early mornings.
- The business (mainly the developers) groups found to be very enthusiastic because they feel that the proposed project will bring a lot of business opportunities for them.

Request/Suggestions:

- Lack of end to end connectivity is the main issue of the commuters, hence they are forced to travel by private vehicle. If KRIDE provides sufficient facilities for parking, mainly at the stations located outside the city would be beneficial for the commuters.
- Integration of BMTC with BSRP: BMTC may operate feeder bus services from outskirts settlements to the nearest BSRP stations on a regular basis, which will make BSRP more inclusive.
- Adequate compensation needs to be provided for Project Affected Families.
- Toilet facilities may be provided at all the stations.

- Station design must be differently abled people friendly.
- The affected households are required to be relocated properly by the KRIDE, if land acquisition/clearance of slum settlements takes place for the construction of the proposed Suburban railway project. The relocation sites should be decided in such a place where the households can have access to existing basic facilities like school, hospital, drinking water, sanitation, park, local market along with other services. The local government authorities should be sensitive and has an integrated plan for relocation of the PAHs.
- Replacement value and resettlement allowance to be provided for the loss of commercial units or shops. For fixing the compensation and R&R assistances the compensation and R&R policy of BMRCL may be adopted in this project also.
- The households will lose their commercial as well as residential units, which in turn will have an effect on income. However, the livelihood opportunity of the PAHs would be very much dependent on available relocation options. The KRIDE should come up with an integrated plan for R&R sites, ensuring active participation of PAHs and other stakeholders
- The daily wage laborers should get work opportunity during the construction of the project. The qualified individuals should get employment opportunities during operation of the BSRP (reservation may be given to the member of the project displaced families). Further, it should also create an opportunity for the poor and vulnerable (including women headed households, SC & ST families, etc.,) people to open a shop and small businesses in suburban stations.
- Certain people may lose their access to their properties (at certain locations middle portion of the existing road/access are in the proposed land acquisition area – hence the connectivity of the road may lose).
- People are worried about the stability of the certain old buildings located very close to the proposed alignment during construction (due to piling or heavy machinery movement), compensation and resettlement assistances to be done by KRIDE for structural damages, if any during construction.
- The residential squatters demanded for resettlement prior to the commencement of civil works.
- Certain multi storied buildings are getting affected for less than 1 meter width, owners of such buildings requested to avoid acquisition of their buildings, if not full valuation for the entire building.
- There are declared and non-declared slum settlements in within the corridor of impact of the project. KSDB is the agency responsible for development of declared slum settlements. While KRIDE will have to develop strategies for resettling the residents of the undeclared slum settlement in coordination with KSDB.

8.9. Information Disclosure and Consultation

During social survey, meetings and focus group discussions were conducted to get wider public input from the primary and secondary stakeholders. The communities, particularly the affected small business enterprises, took tremendous interests in the meetings. This consultative approach led to identification of a range of issues related to land acquisition, compensation, job opportunity for affected people, women empowerment, transport facilities, reducing disruption of livelihoods and improved design for roadside amenities/services for the travelling public (in the realignment location of Corridor 4). Most importantly, the affected communities strongly felt a sense of participation in the decision-making process.

Information disclosure is persuaded for effective development, implementation and timely execution of the future corridor wise RAPs. For benefits of PAPs and community in general SIA including preliminary RPF report will be disclosed by implementing agency (IA) and will be available to the local residents at all times for perusal and photocopying of the same will also be permitted. Disclosure of the SIA report will be informed to the public through announcements on the local daily newspapers in Kannada and English through stakeholder consultations. During project implementation, Social Management Unit (SMU) of KRIDE shall provide information related to entitlement policy and various options to the PAPs and community through its Public Information Centre (PIC). SMU will prepare an information brochure in local language, i.e., Kannada explaining the content of the RAPs, including the

entitlements and the implementation schedule. The RAPs will be disclosed to the affected persons and other stakeholders.

8.10. Community Participation during Project Implementation

The effectiveness of the RAP process is directly related to the degree of continuing involvement of those affected by the project. Several additional rounds of consultations with PAPs will be required during RAP development and implementation. Consultations during resettlement plan implementation shall involve disclosure of information, offer and choice of options if any. Another round of consultation shall occur when compensation and assistance are provided and actual resettlement start. The following set of activities will be undertaken for effective implementation of the plan:

- SMU of KRIDE will conduct information dissemination sessions in the project area and solicit the help of the local community/ leaders and encourage the participation of the PAP's in RAP development and implementation.
- Consultation and focus group discussions will be conducted at the affected areas with the vulnerable groups like women, families of BPL, Scheduled Castes and Scheduled Tribes to ensure that the vulnerable groups understand the process and their needs are specifically taken into consideration.
- SMU of KRIDE with the help of RP implementation support agency will organize public meetings, and will appraise the communities about the progress of RAP development and implementation. Regular update of the program of resettlement component of the project will be placed for public display at the project offices.
- SMU and field offices will maintain an ongoing interaction with PAPs to identify problems and undertake remedial measures.

Chapter 9. Gender Action Plan

9.1. Introduction

Sustainable development is one of the United Nations Sustainable Development Goals. The SIA study carried out for this project revealed that amongst the affected persons, nearly half (Sex ratio) are female members. It is expected that in the suburban rail project, due to certain adverse impacts such as relocation, loss of livelihood, etc., women would experience socio-economic problems. Therefore, provisions in the Resettlement Action Plan were provided, keeping in mind the well-being of affected women. It argues that identifying and addressing gender issues at an early stage and managing them actively throughout the life of a project can increase the possibility of success of the project.

Most of the transportation infrastructure has been gender-neutral i.e. catering to all irrespective of gender. Gender has largely been considered to mean Male and Female, however, the presence of a third gender – the transgender - is now recognized. A gender-neutral planning approach tends to favour males compromising on the specific needs of females and transgender. This results in limiting their (women and transgenders) access to resources, mainly education and work opportunities thereby prohibiting them from achieving their full potential.

Gender mainstreaming entails recognizing that there are differences which make each gender unique. These differences are mainly due to the biological differences and due to the difference in the nature of activities performed by each. Along with these differences, women are also subjected to sexual harassment in the public domain. They face different forms of harassment, from verbal harassment and cat-calls to sexual assault and rape. This phenomenon is rampant in both developed and developing countries. This issue continues to exist globally due to two main reasons. One is its 'normalization' as a part of a woman's life and other the 'vulnerability' it adds to a woman's existence in the public realm. As a consequence of these conditions and lack of provision for their specific needs, a woman's engagement with the public realm is limited.

The various issues and fears that women face on an everyday basis not only restricts their growth but also results in various impacts – Environmental, Social, Economic and Psychological, on the society and the city as a whole.

For effective gender mainstreaming, the specific requirements for women need to be incorporated in each infrastructural sector – sanitation, education, housing, transportation etc., for the vicious circle to be broken.

In a public transportation system, along with issues of time-poverty and affordability, safety is the most important factor for females to access and use. The everyday mobility of women is not determined by simple factors like availability or proximity to transportation but a set of complex issues. Women's mobility needs are unique compared to that of men. Various international research studies have identified that, if speed and frequency are the most important factors for men to utilize public transportation system, for females, safety is the most important factor.

Gender Action Plan (GAP) is a gender mainstreaming tool and mechanism for ensuring inclusive design and implementation of the proposed Bengaluru Suburban Rail project. It is intended to address gender equality issues, facilitate women's involvement, participation in, and tangible benefits from the project. The GAP proposed here has been aligned with the project outputs and will be further refined with changes and revisions made to the overall design and monitoring framework for the project. In order to make it effective, it is important that GAP is understood and fully owned by the implementing

agency and sufficient budget is allocated accordingly. This GAP plan provides an action plan which is required to be implemented for this proposed suburban rail project.

9.2. Applicable Legal and Regulatory Framework and World Bank ESF

There are many legal provisions and schemes to safeguard the interest of the women. The details of the various privileges ensured by the Constitution of India and acts passed by various governments is discussed below. The Acts which have relevance to the proposed project is also emphasised in this report for compulsory adherence, however the project implementation agency would implement all the privileges of Indian Constitution and provisions formulated under the constitution in letter and spirit in this project.

9.2.1. Woman's Right's - Gender equality and Indian Constitution

The principle of gender equality is enshrined in the Indian Constitution in its Preamble, Fundamental Rights, Fundamental Duties and Directive Principles. The Constitution not only grants equality to women, but also empowers the State to adopt measures of positive discrimination in favor of women for neutralizing the cumulative socio economic, education and political disadvantages faced by them.

Within the framework of a democratic polity, the country's laws, development policies, Plans and Program have aimed at women's advancement in different spheres. India has also ratified various international conventions and human rights instruments committing to secure equal rights of women. Key among them is the ratification of the Convention on Elimination of All Forms of Discrimination Against Women (CEDAW) in 1993.

9.2.2. Constitutional Privileges

The following are the constitutional privileges:

- Equality before law for women (Article 14)
- The State not to discriminate against any citizen on grounds only of religion, race, caste, sex, place of birth or any of them (Article 15 (i))
- The State to make any special provision in favor of women and children (Article 15 (3))
- Equality of opportunity for all citizens in matters relating to employment or appointment to any office under the State (Article 16)
- The State to direct its policy towards securing for men and women equally the right to an adequate means of livelihood (Article 39(a)); and equal pay for equal work for both men and women (Article 39(d))
- To promote justice, on a basis of equal opportunity and to provide free legal aid by suitable legislation or scheme or in any other way to ensure that opportunities for securing justice are not denied to any citizen by reason of economic or other disabilities (Article 39 A)
- The State to make provision for securing just and humane conditions of work and for maternity relief (Article 42)
- The State to promote with special care the educational and economic interests of the weaker sections of the people and to protect them from social injustice and all forms of exploitation (Article 46)
- The State to raise the level of nutrition and the standard of living of its people (Article 47)
- To promote harmony and the spirit of common brotherhood amongst all the people of India and to renounce practices derogatory to the dignity of women (Article 51(A) (e))
- Not less than one-third (including the number of seats reserved for women belonging to the Scheduled Castes and the Scheduled Tribes) of the total number of seats to be filled by direct

election in every Panchayat to be reserved for women and such seats to be allotted by rotation to different constituencies in a Panchayat (Article 243 D(3))

- Not less than one- third of the total number of offices of Chairpersons in the Panchayats at each level to be reserved for women (Article 243 D (4))
- Not less than one-third (including the number of seats reserved for women belonging to the Scheduled Castes and the Scheduled Tribes) of the total number of seats to be filled by direct election in every Municipality to be reserved for women and such seats to be allotted by rotation to different constituencies in a Municipality (Article 243 T (3))
- Reservation of offices of Chairpersons in Municipalities for the Scheduled Castes, the Scheduled Tribes and women in such manner as the legislature of a State may by law provide (Article 243 T (4))

9.2.3. Legal Provisions

To uphold the Constitutional mandate, the State has enacted various legislative measures intended to ensure equal rights, to counter social discrimination and various forms of violence and atrocities and to provide support services especially to working women. Although women may be victims of any of the crimes such as Murder, Robbery, Cheating etc., the crimes, which are directed specifically against women, are characterized as Crime against Women. These are broadly classified under two categories.

9.2.3.1. The Crimes Identified Under the Indian Penal Code (IPC)

- Rape (Sec. 376 IPC)
- Kidnapping & Abduction for different purposes (Sec. 363-373)
- Homicide for Dowry, Dowry Deaths or their attempts (Sec. 302/304-B IPC)
- Torture, both mental and physical (Sec. 498-A IPC)
- Molestation (Sec. 354 IPC)
- Sexual Harassment (Sec. 509 IPC)
- Importation of girls (up to 21 years of age)

9.2.3.2. The Crimes identified under the Special Laws (SLL)

Although all laws are not gender specific, the provisions of law affecting women significantly have been reviewed periodically and amendments carried out to keep pace with the emerging requirements. Some acts which have special provisions to safeguard women and their interests are given below.

- The Employees State Insurance Act, 1948
- Minimum Wages Act, 1948
- The Plantation Labour Act, 1951
- The Family Courts Act, 1954
- The Special Marriage Act, 1954
- The Hindu Marriage Act, 1955
- The Hindu Succession Act, 1956 with amendment in 2005
- Immoral Traffic (Prevention) Act, 1956
- The Maternity Benefit Act, 1961 (Amended in 1995)
- Dowry Prohibition Act, 1961
- The Medical Termination of Pregnancy Act, 1971
- The Contract Labour (Regulation and Abolition) Act, 1976
- The Equal Remuneration Act, 1976
- The Prohibition of Child Marriage Act, 2006
- The Criminal Law (Amendment) Act, 1983

- The Factories (Amendment) Act, 1986
- Indecent Representation of Women (Prohibition) Act, 1986
- Commission of Sati (Prevention) Act, 1987
- The Protection of Women from Domestic Violence Act, 2005
- Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013

9.2.4. Special Initiatives for Women

- National Commission for Women In January 1992, the Government set-up this statutory body with a specific mandate to study and monitor all matters relating to the constitutional and legal safeguards provided for women, review the existing legislation to suggest amendments wherever necessary, etc.
- Reservation for Women in Local Self -Government. The 73rd Constitutional Amendment Acts passed in 1992 by Parliament ensure one-third of the total seats for women in all elected offices in local bodies whether in rural areas or urban areas.
- The National Plan of Action for the Girl Child (1991-2000). The plan of Action is to ensure survival, protection and development of the girl child with the ultimate objective of building up a better future for the girl child.
- National Policy for the Empowerment of Women, 2001. The Department of Women & Child Development in the Ministry of Human Resource Development has prepared a National Policy for the Empowerment of Women in the year 2001. The goal of this policy is to bring about the advancement, development and empowerment of women.

9.2.5. The acts applicable to this project

The acts applicable to this project is summarized in below table. The implementation agency will implement if any new acts/rules are formulated related to the gender mainstreaming in this project as well.

Table 42. Acts Applicable to GAP

Laws	Objectives	Relevance to the proposed metro project
The Immoral Traffic (Prevention) Act, 1956	The Act intends to combat trafficking and sexual exploitation for commercial purposes.	To counter exploitation of women vulnerable to human trafficking in the project areas. In a transport project, human trafficking is a critical issue as migrant labour and vulnerable host population can be potential victims.
Maternity Benefit (Amendment) Act, 2017	The Act aims to regulate employment of women employees in certain establishments for certain periods before and after child birth and provides for maternity and certain other benefits.	Applicable to staff and other institutions established under the project
Minimum Wages Act, 1948	The Minimum Wages Act, 1948 safeguards the interest of workers by providing fixation of minimum wages mainly focusing on unorganized sector and in	The minimum wages established for the sector by state should be ensured by the employers to all workers, male and female.

Laws	Objectives	Relevance to the proposed metro project
	specified occupations (called scheduled employments)	
The Employees State Insurance Act, 1948	This Act to provide for certain benefits to employees in case of sickness, maternity and employment injury and to make provision for certain other matters in relation thereto.	Applicable to staff and other institutions established under the project
Contract Labour (Regulation and Abolition) Act,1970	To regulate the employment of contract labourers in certain establishments and to provide for its abolition in certain circumstances and for matter connected therewith.	Applicable to construction activities that engage contract labourers. Women are often engaged as contract labour and are particularly vulnerable to exploitative practices.
Equal Remuneration Act,1976	To provide for the payment of equal remuneration to men and women workers and for the prevention of discrimination, on the ground of sex, against women in the matter of employment and for matters connected therewith or incidental thereto.	Women engaged in activities supported by the project should be paid at par with their male counterparts.
Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013	Provides measures for prevention, prohibition and Redressal of complaints of sexual harassment by any women who is harassed at a workplace.	To address any issues related to sexual harassment at the workplace within the context of the project.
The UN Declaration on the Elimination of Violence Against Women	The declaration aims at strengthening state commitments to global participation and policy formation regarding violence against women.	Address violence against women and provide a framework for action at project level.

9.3. Women Welfare Schemes in the Project State.

Violence against women and girls is one of the most prevalent human rights violations in the world. Various schemes formulated by the center and the Karnataka state governments for welfare of the women is provided in below table. The RAP preparation and implementation Consultant (PAPPIC) will educate the women Project Affected People about the welfare schemes along with the institutional mechanism of the project address the Gender Based Violence under this project.

Table 43. Women Welfare Schemes in the Project State.⁴¹

Schemes	Objective and function
Santhwana Scheme	<p>To provide counselling and necessary timely help, including legal assistance to women who are victims of various atrocities such as rape, sexual harassment, domestic violence and dowry harassment.</p> <p>Santhwana Centre's are being implemented through NGOs funded by the Department. Santhwana Centres are functioning 24*7 with a counsellor and 3 social workers to provide assistance to women in distress, At present 123 Santhwana centres are functioning at Taluk level.</p>
Hostel for Girls	<p>To encourage education among rural girls and also to prevent school dropouts in backward taluk and rural areas.</p> <p>Girls studying in pre-metric and post-metric govt./aided educational institutions are provided boarding facilities in these hostels. These hostels are funded by the department for staff honorarium, building rent and food allowance. At present 37 hostels are functioning throughout the State, out of which 19 pre-metric and 18 are post-metric. Apart from this, timely funds are released for purchase of utensils and furniture. Action has been initiated to install CC TV in all the hostels for the safety & security purpose.</p>
Scheme for Construction Working Women's Hostel (STATE):	<p>To provide safe and suitable accommodation facilities for working women.</p> <p>As more women are seeking employment and financial independence they are migrating to urban areas in search of jobs. Financial assistance of Rs. 25.00 lakh of grant is provided to registered NGOs for construction of hostels in 4,000 sq.ft. of area in district centres to provide budget for construction and expansion of hostel, to provide affordable and safe hostel accommodation to working women and also to women who are being trained for grants are sanctioned to NGO's directly from the Government of India. Out of the total estimated cost of the building 65% will be provided by the Government of India and the State Government will bear 15% and the remaining 25% has to be borne by the NGO.</p>
Kittur Rani Chennamma Award:	<p>To encourage women who have excelled in various field.</p> <p>The Kittur Rani Chennamma award is bestowed to institutions and individuals working in the field of women development for a period of at least 5 years. Selection committee has been constituted at the state level under the Chairmanship of the Hon'ble Minister for Women and Child Development which scrutinizes the proposals. The committee is empowered to select suitable recipients for the awards to be given on the occasion of International Women's Day. The institution award consists of cash of Rs.50,000/- and individual award consists Rs.25,000/- cash prize & a citation. Scheme of Assistance for the Construction/ Expansion of Hostel Building for Working Women.</p>
Transit Hostels:	<p>While considering safety and protection of women, State Government has started 11 Transit hostels for accommodating women attending various job Interview, appearing Engineering/Medical/ other Educational Entrance Test, appearing for Competitive Exams. Short stay up to maximum of 3 days allowed to all category of women irrespective of income limit. Free accommodation, breakfast, meals and hot water bath facility and locker facility also available</p>

⁴¹ <https://dwcd.karnataka.gov.in/info-2/WOMEN+WELFARE+SCHEMES/en>

Schemes	Objective and function
	at free of cost. This project/Scheme is meant only for those women and students who are coming to Bangalore alone.
Swadhar Greh:	<p>A Rehabilitation Scheme For women in difficult circumstances</p> <p>Provision of temporary shelter, food, clothing, medical care for women in affected violence. The Government of India grant is sanctioned to run Shelter Homes, Women's Help-line, Counselling Centre, Training Centre and Medical Centre. At present 52 Swadhar Greh are functioning in the State.</p>
One Stop Centre:	<p>Comprehensive facilities for abused women under one roof, such as medical treatment and assistance, police assistance, legal aid and counselling are provided at One Stop Center. One Stop Center (Sakhi) is functioning in Government District Hospitals in all 30 districts of the State at 24x7.</p> <p>100% grant to One Stop Centers is funded by the Central Government and released directly to the District Officers. The Central Government is releasing funds for the construction of own building and to appoint necessary staffs such as Administrator, Consultant, Legal advisor etc. The implementation of the scheme is monitored by the committee constituted at State/District level.</p>
Universalization of Women help line -181:	<p>Universalization of Women Helpline - 181 is a free telephone service available 24x7hours across the state to provide information to women and provide emergency assistance to underprivileged and distressed women under one roof.</p> <p>In case of an emergency, the service is being transferred to the police. Under Domestic Violence Act cases are being transferred to Taluk Protection Officers. Counselling Services for Saki one stop Centers Santwana Centers Calls for Requesting temporary shelters will be transferred to Swadhar Greh. Child marriage related calls is to be transferred to jurisdiction Child Protection Officer (CMPO).</p>
Provision for Gender Budget.	<p>The Gender perspective in Human Development emphasizes the need to assess the relative levels of status of women on various development indicators viz., education, health, income safety, survival, work participation, participation in decision making, political participation etc.</p> <ul style="list-style-type: none"> • The indicators point towards the attainment levels or gaps between men and women. • The attainment levels and the gaps for women indicate a need for improvement. • The improvement in attainment levels and addressing the gaps in priority sectors through policies, program and schemes is the concern of Government. • Gender Budgeting has been recognized as a tool with potential to directly promote women's development and empowerment through allocation of resources for women-oriented program and schemes. • It entails identifying and reflecting needed interventions to address gender gaps in sector and local government policies, plans and budgets. • It also aims to analyze the gender-differentiated impact of revenue-raising policies and the allocation of resources. • The union Government in partnership with the states has taken a number of initiatives to address the concerns of the women. • Gender based budgeting helps to prioritize and orient public expenditure to reflect the concern of the women.

Schemes	Objective and function
	<ul style="list-style-type: none"> • To ensure Gender Equality and to bring women in mainstream of development “The Karnataka Mahila Abhiruddi Yojane” (KMAY) has been implementing in the department since from 03-05-2003. • The Gender Budget Statement was introduced as a part of the State Budget in 2007-2008. <p>Implementation and Monitoring:</p> <ul style="list-style-type: none"> • The concerned line departments are responsible for the implementation of the program and schemes & monitoring their monthly progress using the Monthly Program Implementation Calendar (MPIC). • In Gender Budget, the Government Program & Schemes under the 29 demands for grants are classified into 2 categories. • 100 % women beneficiaries schemes are classified into 'A'- Category & Percentage of women beneficiaries range from 30 to 99% of the total intended beneficiaries are classified into 'B'- Category. • The impact of Gender Budget on Social & Economic Status of women is jointly monitored by DWCD & Planning Dept.

Apart from the above stated welfare schemes, the state government formulated Protection of Women from Domestic Violence Act, 2005 Rule 2006, the salient features of the rule is given below:

- The Act provides for more effective protection of rights of women guaranteed under the Constitution. For effective implementation, the Protection of Women from Domestic Violence Act 2005 Rules, 2006 came into force on the 26th day of October 2006. The Act has been implemented in Karnataka from June-2007.
- Protection Officers: The Deputy Directors of Women and Child Development Department and Child Development Project Officers of Integrated Child Development Projects and exclusive 47 protection officers have been appointed as Protection Officers by the Government.
- Legal Assistance: Free Legal Aid Centres have been set up in the office of Child Development Project Officers in all districts in association with Karnataka Legal Services Authority. In these centres, experienced advocates provide legal assistance on every Wednesday and Saturday.
- Shelter and Homes: To provide shelter and counselling to women who are victims of domestic violence, Swadhar Centres, Short Stay Homes and Santhwana Centres are notified as Shelter Homes in the state.
- Service Providers: 116 NGOs are notified as Service Providers to provide legal, medical and other aid and to protect the interest of women who are victims of domestic violence Coordination Committee.
- State Level Co-ordinate Committee: District Level Co-ordinate Committee, Taluk Level Co-ordinate Committee.
- Medical Facility: All the Government hospitals in the state notified to give the medical aid to the aggrieved persons.

9.4. Project Impacts on Women

9.4.1. Impact of Project on Female PAPs

The SIA results showed that due to development of proposed Bengaluru suburban rail project, about 1010 PAHs. 217 households who belong to vulnerable category would be affected. Out of these 59 PAHs are women headed households. Among the surveyed household members, it is observed that 56.09% are male, 43.63% are female and remaining 0.28% are transgender. It is observed that males dominate in all the corridors. The sex ratio is 946 female per 1000 male for Bengaluru rural and 923 female per 1000 male for Bengaluru urban. Women in the project area mostly involved in, household work, private job, labour work and managing small shops, such as eatery shops and pan shops and small provisionary shops. During updating surveys, this information will be collected in a detailed

manner and during RAP preparation, these activities will be included in the RAP as possible livelihoods restoration activities/ income generation activities.

9.4.2. Impact of Project on Other Female (Non – PAPs)

The project has not only impact on women whose land, structures or livelihood are affected but it has also impact on other women in project area. The SIA team has conducted gender sensitive consultations with various stakeholder's including the women groups (working women, students, NGOs working for women empowerment etc.) to understand their views, concerns and demands on the proposed project (details are provided in consultation section of this report). Discussion with female (non-PAPs) focused on the accessibility, safety, affordability, health and hygiene, governance issues etc. Accessibility to amenities and facilities affects women's daily lives. During the socio-economic survey and consultation process, the accessibility to services and facilities to women has been assessed. The most important of which was the finding that currently travel by public transport is an uncomfortable experience especially for the women, elderly and persons with disabilities as the buses are not sufficient to cater to the traffic suburban areas of the city mainly during the peak hours. The frequency of public transport is scarce during the non-peak hours and the same has been adversely impacting the women who are traveling with their children and the elderly to access health facilities of the urban centers.

Therefore, the proposed suburban rail will be safe and comfortable for women by providing reserved coach for women (mainly during peak hours) in every train and reserved seats for women in every coach, CCTV surveillance and female security staffs at coaches and stations. Suburban rail will be reliable mode of public transportation which will considerably reduce their journey time and will provide them better access to markets, workplaces, higher education, health facilities, and employment opportunities. The project will also have positive impact on women for broadening their business activities in trade and commerce as the women and men in the project areas are interested to manage their own business even if it is a small one. However, there is predictability of negative impacts as a result of relocation or loss of livelihood and that may affect the women social relationships, adjustments in running a household in a different setting with lesser earnings. All this can result in the women compromising for involuntary works to supplement income, which could lead to vulnerabilities that may affect her social, economic, physical and emotional health. It is, thus, imperative that women are required to be involved as full-fledged participants taking part at all the stages of the project starting from planning through implementation and even at the post project stages. The corridor wise RAPs of the project will keep in mind this factor during implementation and post project stage and consider overall development of affected women. However, Gender Action Plan (GAP) includes benefits for both female PAPs and other female in project area.

9.4.3. Women Headed Households

There are 15 households which are headed by women (this will further be reviewed by the RP&GAPIC during project implementation) in the project affected area. This constitutes 1.7 per cent of total affected families. All these 15 women headed households will be affected fully. The details socio economic characteristics and the area required for interventions as part of the improvement of the living standard would be done by the RP&GAPIC during implementation of the project.

9.5. Women Involvement in the Project.

As part of the Social Impact Assessment study, SIA team has done various round of consultation with the project affected people including women. The following are the various kind of consultation conducted in this project.

- 1) Consultation with the project affected people on general social, environmental, and other issues.
- 2) Discussion with key informants.
- 3) Random survey among 1000 individuals (probable users of the project).
- 4) Gender Sensitive consultations with the project displaced families, working women, female students, NGOs working for women empowerment etc.

The details of each consultation are summarized below. Further the relevant areas where project can interfere has brought into the Gender Action Plan.

9.5.1. Gender Sensitive Consultations

The women participation was less in the general consultations and there was a tendency to dominate the discussion by the men. Hence separate consultations with the women have done to understand the perceptions and concerns of the women members of the displaced households. Details of the gender sensitive consultations done is summarized in below table. Further the minutes of the consultations is attached as Annexure E.

Table 44. Summary of Gender Sensitive Consultations

Place & type of respondents	Date & Time	Number of Participants	Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
Corridor- 3- Don Bosco College of Management, Bangalore East. College girls	6 th September 2022, 11AM	16 Female	Ticket fare, Availability of essentials at railway station, availability of service at night Women only train Crowded ticket counters	<ul style="list-style-type: none"> • Ticket fare is to be nominal • Medical shops in the stations • Bi-cycles or battery-operated bicycles be available in stations • Round the clock train service for the benefit of women on night shift, call center and in IT industry. • Availability of woman police in the trains particularly at night • Women only trains at the prime hours • Queues should be maintained and separate queues for woman to board the trains • Purified drinking water at railway stations
Corridor 2- Karnataka Slum Development Board Colony, Banaswadi Transgender	6 th September 2022, 3 PM	12 Trans gender	Gender-sensitive design/ construction of train coaches. Seats availability in train Availability of medicines Safety in the station locality Employment / Livelihood Assistance Transgender – Sensitivity towards public	<ul style="list-style-type: none"> • A double-deck coach can be run that can be reserved for vulnerable including transgender • Dispensary can be available in major stations • A police outpost in Banaswadi stations area • Free travel passes to the transgender • Loan from the financial institutions to run shop in the stations • Transgender sensitive posters can be pasted in the stations and trains to create awareness among public • Transgender can be employed by the contractor
Corridor-3 MCT Quarters, Kengeri, Civil society members	7 th September 2022, 11 AM	15 Female	Concessional ticket fare Livelihood assistance Health & Hygiene at railway stations Information dissemination	<ul style="list-style-type: none"> • 50% concession to the woman travellers • Car and Bike parking stand can be leased out to the woman civil society members • Operations and maintenance of the stations and platforms can be given to the woman civil society members • The products produced by the woman self-help group members can be sold in the stations and trains • Stalls/shops at the railway station can be allotted to woman civil society members

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants	Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
				<ul style="list-style-type: none"> • Separate coach for woman passengers during peak hours • All toll-free emergency numbers/information can be displayed in Kannada and English • Women can be employed as drivers • Loan facilities can be arranged to women to buy and run auto rickshaws in the stations • The contractors can be instructed to concentrate their corporate social responsibility services to the women living near the stations
Corridor 4 – Thani-sandra - Frontline Health workers	7 th September 2022, 4 PM	17 Female	Concession Ticket fare Employment/Livelihood Assistance Childcare and protection Facilities for feeding mother Mobile application	<ul style="list-style-type: none"> • Monthly concessional pass to women to accompany the school going children • The stations and platforms should be designed differently abled, women and senior citizen friendly. Adequate number of lifts and ramps should be available • Hassle-free escalators with assistant staff should be available • Employment from the contractors with equal pay • Crèche or Anganwadi at the stations • Gender sensitive poster, flyers and display of gist of women protected laws • A separate room for feeding mother, ambulance facility at the major station • Mobile application to track the passenger by their family members
Corridor 4- Woman Entrepreneurial Trainees, Hennur	8 th September 2022, 11 AM	11 Female	Maintenance of Health & Hygiene -Safety disposal and cleaning Availability of emergency medicines	<ul style="list-style-type: none"> • Unlike Metro train fare, the suburban train fare should be nominal • Well cleaned toilets in all the stations • The maintenance of the stations should be given to women SHGs • The safe disposal of sanitary napkin pads like incinerators should be available in major stations • Cleaning drive by the college students during the Ayutha Pooja festivals • First aid box and fire extinguisher should be kept ready

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants	Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
				<ul style="list-style-type: none"> Woman police and a woman medical practitioner can be available
Corridor- 1 Mathikere Slum, Mathikere- affected Women	9 th September 2022, 10.30 AM	10 female	<p>Loss of employment due to relocation.</p> <p>The host community may not welcome</p> <p>Post-relocation travel to the job location incurs an additional financial burden.</p> <p>Discontinue the education of the children.</p>	<p>If they gets migrated to 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.</p> <p>They want their present residential community to be relocated to the same locality and houses through the Karnataka Slum Development Board can be allotted to the affected households</p> <p>The relocated woman can be given with free travel pass in the proposed suburban facility so that they would not lose their present employment</p> <p>Children will be given preference to get admission to the relocated schools under the Right To Education Act (RTE) to arrest drop-out.</p>
Corridor -1 Akkiyappa Garden, Mohan Kumar Nagar, Yeshwanthapur	9 th September, 12 PM	8	<p>Post-relocation travel expense</p> <p>Losing newly constructed structures creates a huge financial burden</p> <p>Losing the present employment after the relocation</p> <p>Inaccessible present public</p>	<p>The participants' husbands are working as porters/ hang coolies in Yesvantpur and Krantivira Sangolli Rayanna railway stations. If they are relocated to faraway places, they need to be allowed to travel on public transportation free of cost.</p> <p>The participants further expressed their grief that they got a loan from private money lenders to construct their houses. Hence, they requested to consider all their financial loss while calculating the compensation package.</p> <p>In post- relocated destinations, the K-RIDE can organize a job fair exclusive for the woman-affected households in the relocated destinations. Adequate and appropriate training can be given to the aspirant woman households to vertically move from unskilled employment to semi-skilled employment.</p> <p>Access all the available urban amenities is difficult due to the exorbitant</p>

**Bangalore Suburban Railway Project
SIA & RAP Report**

Place & type of respondents	Date & Time	Number of Participants	Issues Discussed	Suggestions/requests/demands of the stakeholders and Action Taken
			transport due to huge fare	fare of the present transport system Therefore, the nominal fare suburban facility would enable them to access all the available urban amenities

9.6. Institutional Mechanisms to Implement the GAP and to Address the GBV

A Resettlement Action Plan Preparation and Implementation Consultant (RAPPIC) will be appointed by KRIDE to extend implementation support in the form of assisting affected families in general and women in particular during relocation and implementation of GAP. The Consultant in charge of GAP will play a very crucial role in implementing of rehabilitation and resettlement activities. Each field team of the Consultant shall include at least one woman as investigator or facilitator. The Consultant and KRIDE will make sure that all project affected women PAPs and non-PAPs are adequately consulted in all stages of the project cycle.

Authority in charge of disbursement of compensation shall ensure that the process of compensation disbursement is transparent, and that compensation is in the name of both spouses. RP&GAPIC will assist women to open bank accounts. Counselling sessions will be held to advise women in affected families and particularly female headed households for better utilization of compensation.

During FGDs PAPs were specifically asked about their preference for rehabilitation in case they are affected or displaced by the proposed suburban rail project. Majority of PAPs opted for relocation within the area. KRIDE with the help of RP&GAPIC is to provide training for upgrading the skill in the alternative livelihoods and assist throughout till the beneficiaries start up with production and business.

The consultant in charge of GAP implementation shall make sure that women are taking part in issuance of identity cards, opening accounts in the bank, receiving compensation in their own bank account etc. This will further widen the perspective of participation by the women in the project implementation.

It is important that women are consulted and provided opportunities to help them get benefits under the wage employment during project construction activities.

Participation of women for monitoring and evaluation activities of the project will be promoted. Monitoring of project inputs concerning benefit to women shall invite their participation that will make the process more transparent to them.

Women are to be encouraged to evaluate the project outputs from their point of view and their useful suggestions need to be noted for taking necessary actions for further modifications in the project creating better and congenial situation for increasing participation from women.

Some important measures like recruitment of female staffs; zero tolerance policy for gender-based violence in the project; sensitization of project (including during operation) staffs on gender issues at workplace and transport sector etc. are also required to be taken. A gender action plan (GAP) is given below.

9.6.1. Involvement of Women in Construction Activities

The labour force required for the construction activities will be mostly of high-skill nature since a lot of machine work will be involved in the construction of the project. But there will be requirement of unskilled labour where women may likely to involve in work like building (staff quarters, office complex), road, drain, utility and housekeeping work etc. Women as family members of the unskilled laborers will also stay in the construction camps and will be indirectly involved during the construction

phase. The families of laborers will include their children also. The construction contractors are expected to bring along their labour force. Thus, in most cases the laborers, both male and female, will be migratory laborers. But, the involvement of local labour force, especially for unskilled activities cannot be fully ruled out. There will be involvement of local women also in the local labour force. Foreseeing the involvement of women both directly and indirectly in the construction activities, certain measures are required to be taken towards welfare and well-being of women and children in-particular during the construction phase.

9.6.2. Specific Provision for Women in the Construction Camp and Workplaces

It is important to be noted that number of female along with their spouses may be engaged in the construction work and stay in temporary construction camps in a sub- human condition. They are likely to face many adverse conditions and realizing this a number of welfare provisions as per rules and regulation of State and Central Government such as The Building and other Construction Workers (Regulation of Employment and Condition Services) Act, 1996, Minimum Wages Act, 1948, Contract Labor Act, 1970 etc. mentioned under this section have been planned to cover all women and children living in the construction camp.

At every workplace, shelter shall be provided free of cost, separately for use of men and women laborers. The height of shelter shall not be less than 3m from floor level to lowest part of the roof. Sheds shall be kept clean and the space provided shall be on the basis of at least 0.5 m² per head.

At every workplace, a readily available first-aid unit will be provided. Suitable transport will be provided to facilitate transportation of injured and ill persons to the nearest hospital.

At every construction site, provision of a day crèche shall be worked out so as to enable women to leave behind their children. At construction sites, where the number of women workers is more than 25 but less than 50, the contractor shall provide with at least one hut and one maid servant to look after the children of women workers. Size of crèches shall vary according to the number of women workers employed. Huts shall not be constructed to a standard lower than that of thatched roof, mud walls and floor with wooden planks spread over mud floor and covered with matting. Huts shall be provided with suitable and sufficient openings for light and ventilation. There shall be adequate provision of housekeeping staff to keep the places clean.

The construction workers are mainly mobile group of people. They are found to move from one place to another taking along their families with them. Thus, there is a need for educating their children at the place of their work. For this, day crèche facilities could be extended with primary educational facilities.

Visible reporting desks is required at construction camps, workplace to address incidents of sexual harassment. Due to demand of a fast construction work it is expected that a 24 hours long work schedule would be in operation. Women should be exempted from night shift works.

HIV/AIDS is included in Goal-3 of the United Nations Sustainable Development Goals, which promises to halt spread of HIV/AIDS by 2030. The Government along with National AIDS Control Organization (NACO) and State AIDS Control Society has been carrying out awareness campaigns and free health care to minimize the spread of HIV/AIDS in various parts of the country.

Bangalore Suburban Railway Project SIA & RAP Report

Karnataka stands third in the country in terms of number of HIV /AIDS patients as of 2019 data. The state has 2.6942 Lakh people suffering from HIV/AIDS. KRIDE will ensure that all civil works contractors to (i) carry out awareness programs for laborers on the risks of STDs/AIDS and human trafficking; and (ii) disseminate information at worksites on the risks of STDs/AIDS as part of health and safety measures for those employed during construction of the project in coordination with Karnataka State AIDS Control Society. Contractors for the project will include specific clauses on these undertakings and compliance will be strictly monitored by KRIDE.

KRIDE shall ensure that (i) civil work contractors comply with all applicable labour laws and regulations, do not employ the children below the age of 14 years for construction and maintenance activities, and provide appropriate facilities for women and children in construction camp sites; (ii) people directly affected by the projects are given priority to be employed by the contractor; (iii) contractors do not differentiate wages between men and women for work of equal value; and (iv) specific clauses ensuring these will be included in bidding documents. The construction supervision consultants should monitor the provisions.

To mitigate potential risks related to on-site safety and GBV, the KRIDE will a) conduct sensitization and awareness drives for contract workers, community laborers and communities on safety, harassment, GBV-related issues, legal recourse procedures and mitigation channels in collaboration with the police and health departments; b) sensitize the Sr.SDE at SMU and R&R Officers on specific aspects of GBV risk mitigation; c) strengthen the GRM mechanism by establishing multiple channels to initiate a complaint including confidential reporting in local language with safe and ethical documenting of GBV cases and d) engage efficiently with CBOs in the project area to ensure a strong support mechanism; and e) incorporate code of conduct on GBV in bidding documents, as needed.

K-RIDE (through its SEMU) conducts a survey for identification of GBV Service Providers, nearest to the 4 corridors, for providing help to women and girls to reduce their exposure to violence, while increasing their chances of recovery and resilience; and for providing help to survivors whereby the survivor is informed of all the options available to them and the issues and problems facing a survivor are identified and followed up in a coordinated way, and emotional support is provided to the survivor throughout the process.

9.6.3. Complaints related to Workplace SEA/SH

KRIDE is mandated by the Sexual Harassment at the Workplace (Prevention, Prohibition and Redressal) Act, 2013 (POSH Act) to form an Internal Committee (IC) to address workplace related SEA/SH complaints. The KRIDE will ensure that the contact information of ICC is displayed in the office (head office and other sub-offices) and that regular trainings/orientation programs are organised for staff and ICC members.

The EPC Contractor will also form IC to resolve complaints related to GBV.

9.7. Monitoring and Evaluation

GAP monitoring and evaluation will be incorporated into the overall project monitoring and evaluation plan. The social and gender specialist of the RP&GAPIC and the GC will work with KRIDE staff to orient

⁴² Ministry of Health and Family Welfare (HIV/AIDS Patients in India) Posted On: 20 SEP 2020 8:24PM by PIB Delhi

**Bangalore Suburban Railway Project
SIA & RAP Report**

them on GAP implementation. The social and gender specialist of RP&GAPIC will (i) consult regularly with women beneficiaries; (ii) assist in developing a sex- disaggregated project monitoring and evaluation system; and (iii) monitor GAP implementation progress on a regular basis with field visits and reporting of progress and results. The social and gender specialist of the GC will prepare monthly, quarterly and semi-annual progress reports and these reports will be used to consolidate annual report by KRIDE. EIB/KfW staff with social/gender expert will participate in review mission.

9.8. Cost Estimate for Gender Action Plan.

The cost for implementation of GAP is given in SIA report. Tentative cost of INR. 5,000,000 has been kept in the provision for implementation of GAP.

Table 45. BSRP Gender Action Plan (GAP)

ACTIVITY	INDICATORS/TARGET	RESPONSIBILITY	TIMELINE (Year)	BUDGET (INR)
OUTPUT-1: Bengaluru Suburban Railway Project – 4 Corridors completed				
1a. Integrate gender-specific safety and public health concerns, with a focus on the needs of the elderly, women, children, differently abled, and transgender, in the construction design of K Ride Sub Urban Railway	1. (i) 1 coach reserved for women; (ii) 8 seats (4 in front and 4 in rear) of each coach reserved for women, elderly, differently abled, and caregivers, publicised through signage, consistent with COVID-19 prevention national/state requirements; (iii) 1 dedicated space for a wheelchair in first and last coach of every train; (iv) Platform level boarding in all stations.	KRIDE through Gender Focal Point and Gender Expert	1-5 Years	Included in the project cost
1b. Sub urban stations constructed with multimodal facility and EWCDT-responsive features	2. (i) Well-lit, dedicated waiting area for women on the platform adjacent to the reserved coach for women with adequate signage, (ii) female security personnel, (iii) one-way voice intercom for communication with the station manager with adequate signage, (iv) Installation of passenger's emergency alarms (PEAs) in each coach, including the women's coach. (v) display help lines numbers and other emergency phone numbers and instructions in Kannada, Hindi and English languages in all the stations. 3. (i) Step-free, universally accessible route for those on wheelchair; (ii) universally accessible route with tactile pavers for all other users; (iii) clear and legible signage provided; (iv) at least 1 escalator each with saree guard, to access and egress the platform, concourse at multimodal and terminal stations, in all stations 4. Separate, free, clean public toilets for men, women, and universally accessible unisex toilets ⁴³ with clear, legible signage at all stations 5. Nursing rooms, ⁴⁴ baby feeding kiosk, lifts and waiting area (weather shelter) to be provided in all stations. 6. Sex-segregated resting rooms and toilets for suburban railway staff at all stations 7. 1 crèche for sub urban railway personnel at 2 main stations			

⁴³ Toilet facilities will be provided in paid area. The key aspects include a manual flush, handless dust bins, diaper changing stations, and exclusive sanitary pad disposal bins

⁴⁴ The nursing rooms will include a comfortable chair with supportive arms, a small table, electrical outlet/s, diaper changing station, and a lock for privacy. Nursing rooms will be provided to stations based on need survey.

**Bangalore Suburban Railway Project
SIA & RAP Report**

ACTIVITY	INDICATORS/TARGET	RESPONSIBILITY	TIMELINE (Year)	BUDGET (INR)
1c.Support women’s participation in construction works	<p>8. CCTV cameras installed to monitor coaches, publicly accessible areas of all stations, including parking spaces, Well-lit pick-up and drop-off areas around all suburban rail stations with universally accessible footpaths.</p> <p>9. (i) Integrated EWCDT-friendly signage system: bilingual visual, print, and multimedia in all coaches and all stations promote public education messages on public health/safety, prevention of communicable diseases, including those relevant to COVID-19 prevention,⁴⁵ zero-tolerance approach to sexual harassment, helpline number awareness</p> <p>10.BSRP website to include maps for all users that include most efficient access in and out of stations</p> <p>11. (i) Pink Colour Demarcation for female coach and its position on platform in same colour for the easy identification and convenience of female commuters.</p> <p>(ii) Instruction boards with helpline numbers and colour-coded directional signs indicating the direction to dedicated coach for women passengers and dedicated spaces strategically placed at each suburban station.</p> <p>(iii) Visible desks/rooms staffed by trained women and men where female commuters can lodge their complaint in case of any unwanted event and proper documentation of cases lodged.</p> <p>(iv) direct lines to nearest police stations for immediate request for police help.</p> <p>1. At least 50% of civil work contractor staff with increased knowledge on GESI aspects of the project, including (i) promotion of equal opportunities for men and women in construction work; (ii) adherence to national core labour standards (e.g., equal payment and equal opportunities included in all bidding documents and posters and hoardings against it in camp site displayed); and (iii) labour registers showing names, sex of workers maintained by all civil works contractors.</p>			

⁴⁵ Consistent with national and state requirements.

Bangalore Suburban Railway Project
SIA & RAP Report

ACTIVITY	INDICATORS/TARGET	RESPONSIBILITY	TIMELINE (Year)	BUDGET (INR)
	2. Adequate facilities for women in construction sites established in all camps ⁴⁶ 3. Prepare Conduct guidelines for staff and contractors, and standard operating procedures on how to prevent and address instances of sexual harassment on EWCDT responsive are developed by K RIDE.			
Output 2 Capacity of Bengaluru Suburban Railway (KRIDE) and relevant state line agencies improved (institutional development component)				
Incorporate GESI measures in K RIDE's functioning.	1. Senior Advisor/staff (female) nominated as gender focal point in the KRIDE office, with required support staff 2. A GESI Committee within KRIDE established in first year and quarterly meetings and minute documented. 3. Gender Friendly Workplace Policy prepared by KRIDE management within first year, with annual training for at least 10% of all staff 4. Project performance monitoring system established at KRIDE level for timely and effective monitoring of all GESI-related activities and indicators/targets included in the project.	Managing Director, KRIDE	Throughout the project Period.	50,00,000.00
OUTPUT-3: Women Empowerment				
Resettlement of Displaced Households	1. Resettlement site/house/R&R assistance would be paid in joint account of Husband & wife. 2. Additional R&R assistances shall be given to all the displaced Women headed households. 3. Skill development training (based on the need assessment study) would be given to one female member of the women headed households and other vulnerable households 4. Reservation (number would be decided by KRIDE) for commercial space/kiosks for woman entrepreneurs/women SHGs at all station	Managing Director, KRIDE	2- 5 Years	Included in the EM

⁴⁶ Separate toilets, creche facilities, accommodation and rest areas for women, wherever needed.

Chapter 10. Stakeholder Engagement Plan

10.1. Stakeholder Engagement Plan

Stakeholder Engagement Plan (SEP) forms a part of preparation of ESIA, in accordance with the safeguard compliance requirements of a) EIB – Standard 2: Stakeholder Engagement and b) The KfW adopted The World Bank ESS-10: Stakeholder Engagement and Information Disclosure. These standards recognize the importance of open and transparent engagement between the KRIDE and project stakeholders as an essential element of good international practices with an aim to improve the environmental and social sustainability of the project. It enhances project acceptance and make significant contribution to successful project design and implementation. It seeks to define a technically and culturally appropriate approach to consultation and disclosure. The prime objective of SEP is to improve and facilitate decision making and create an atmosphere of understanding consultation process, that actively involves likely project-affected people and other stakeholders in a timely manner, so that these groups are provided sufficient opportunity to voice their opinions and concerns that may influence decisions in Project design. The SEP shall serve following purposes:

- To understand the stakeholder engagement requirements of Karnataka State and Government of India (GoI) legislations.
- To provide guidance for stakeholder engagement;
- To identify key stakeholders that are affected, and/or able to influence the Project and its activities;
- To identify the most effective methods, timings and structures through which to share project information and to ensure regular, accessible, transparent and appropriate consultation;
- To develop a stakeholder (s) engagement process that provides stakeholders with an opportunity to proactively participate and influence project planning and design;
- To establish formal grievance/resolution mechanisms;
- To define roles and responsibilities for the implementation of the SEP; and
- To define reporting and monitoring measures to ensure the effectiveness of the SEP and periodical reviews of the SEP based on findings.
- To make SEP as a useful tool for managing communications between KRIDE and its stakeholders for the Project.
- Achieve approvals on time.
- Maintain a live stakeholder Management register to support K RIDE – BSRP

As mentioned under previous chapters, the alignment and designs are yet to be finalized. Once the designs are finalized, the impacts can be assessed. The surveys will be updated for preparation of corridor wise RAPs. The consultations conducted till now are inadequate and are not in a formal format, as the consultations could not be conducted due to public non-cooperation, non-cooperation of PAHs/ communities, the demand for disclosing the CRP, the yet to signed MOU with KSDB, etc. Presently, as a) the designs are submitted by EPC contractor section wise and the survey can be updated for these sections/ corridors, b) the CRP is being approved by the K-RIDE Board of Directors, so that it can be disclosed to the PAHs, c) discussions are in progress with KSDB for signing the MOU, so that the notified slum surveys and consultation can be updated, etc. This provides for conducting adequate representative comprehensive meaningful formal consultations to receive feedback from all sections of stakeholders including the PAHs and communities.

10.2. Applicable Legal and Regulatory Framework and World Bank ESF

This SEP takes into account the existing institutional and regulatory framework within the context of the following GoI and Government of Karnataka legal instruments as well as the Safeguard Compliance

Bangalore Suburban Railway Project SIA & RAP Report

Requirements of Environmental and Social Framework (ESF), 2018 of the World Bank as mentioned below.

- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013
- The Karnataka Industrial Area Development Act (KIADA), 1966
- The Right to Information Act, 2005,
- EIB: Standard 2: Stakeholder Engagement
- KfW: ESS 10: Stakeholder Engagement and Information Disclosure, ESF 2018, World Bank

In the context of involuntary resettlement, the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 and the Karnataka Industrial Area Development Act 1966 maintains the ethos and culture of public participation through social impact assessment.

The Right to Information Act, 2005 provides for setting out the practical regime of right to information for citizens to secure access to information under the control of public authorities, in order to promote transparency and accountability in the working of every public authority.

EIB: Standard 2: Stakeholder Engagement: The key objectives are a) Adopting an inclusive and systematic approach to engaging constructively with stakeholders, namely persons and/or communities who are directly or indirectly affected by a project⁴, or those who may have interests in a project and/or the ability to influence its outcome, either positively or negatively, b) Ensuring that stakeholders have timely access to information on the project's environmental, climate and/or social risks and impacts in a manner that is culturally appropriate and understandable to all stakeholders, including those needing special measures or assistance, c) Promoting and enabling the meaningful and free participation and input of stakeholders in project-related decision-making processes that may affect them, thereby seeking to build mutual trust and improving project outcomes, and d) d. Providing rights-holders⁵ with effective means to raise grievances and access remedies, and promoting organisational accountability and continuous learning and improvement.

KfW: The ESS-10: Stakeholder Engagement and Information Disclosure: This mandates stakeholder engagement is an inclusive process conducted throughout the project life cycle. The World Bank's Environmental and Social Framework (ESF)'s Environmental and Social Standards (ESS) 10, "Stakeholder Engagement and Information Disclosure", recognizes "the importance of open and transparent engagement between the Borrower and project stakeholders as an essential element of good international practice" (World Bank, 2017: 97). Specifically, the requirements set out by ESS10 are the following:

- Borrowers will engage with stakeholders throughout the project life cycle, commencing such engagement as early as possible in the project development process and in a timeframe that enables meaningful consultations with stakeholders on project design. The nature, scope and frequency of stakeholder engagement will be proportionate to the nature and scale of the project and its potential risks and impacts.
- To provide project affected parties (Individuals or groups that are affected or likely to be affected by the project will be identified as 'project-affected parties' and other individuals or groups that may have an interest in the project will be identified as 'other interested parties') with accessible and inclusive means to raise issues and grievances and allow Borrowers to respond and manage such grievances.
- The Borrower will maintain and disclose as part of the environmental and social assessment, a documented record of stakeholder engagement, including a description of the stakeholders consulted, a summary of the feedback received and a brief explanation of how the feedback was taken into account, or the reasons why it was not.

10.3. Stakeholder Identification and Analysis for Proposed SEP

Stakeholders include persons or groups directly or indirectly affected by a project, as well as those who may have interest in a project and/or the ability to influence its outcome, either positively or negatively. In order to develop an effective SEP, it is necessary to first identify who the stakeholders are, their groupings and sub- groupings.

The table below identifies the key stakeholder groups that may have interest in this project and/or the ability to influence its outcome, either positively or negatively. This list of stakeholders is likely to expand/change in composition as the project moves and since the SEP is a “living document” it will be updated regularly throughout the project life as appropriate.

Table 46. Stakeholders Group with Interest in BSRP

Types of Stakeholders	Description	Stake in the project
Government Institution	Rail Infrastructure Company (Karnataka) Limited (K RIDE)	IA
	Indian Railways, Govt of India	IA
	Karnataka State Pollution Control Board (KSPCB)	Responsible agency for avoid/minimise the pollution in the state.
	Karnataka Slum Development Board (KSDB)	Responsible agency for resettlement of slum dwellers.
	Karnataka Industrial Area Development Board (KIADB)	Land Acquisition Agency of this project
	Deputy Commissioner, Bengaluru Urban & Rural Districts	District Administration
	Public Works Department, Govt of Karnataka Bengaluru Urban & Rural Districts	Line department
	Police Department, Bengaluru Urban & Rural Districts	Line department
	Bangalore Development Authority (BDA)	Affected agency.
	Bruhat Bengaluru Mahanagara Palike (BBMP)	Affected agency.
	Bengaluru Metropolitan Transport Corporation (BMTC)	Affected agency.
	Karnataka State Disaster Management Authority	Line department
	Bangalore Electricity Supply Company Limited (BESCOM)	Affected agency.
	Bangalore Water Supply and Sewerage Board (BWSSB)	Affected agency.
	Archaeological Survey of India (ASI)	Supervision Agency.
Karnataka Tank Conservation and Development Authority (KTCD)	Supervision Agency.	
Lenders	EIB and KfW	Funding agency
Community/Associations	Project Affected People (PAP)	Affected families
	Inhabitants and trade people in the project affected areas	Affected families
	Residential Welfare Associations in the project influenced area.	Affected /benefited families
NGOs/Trust	To be identified	

Types of Stakeholders	Description	Stake in the project
Public & Academic Institutions	To be identified	
Print & TV media representatives	To be identified	

10.4. Preliminary Stakeholder Consultation

As a part of environmental and social impact assessment, SIA team has conducted stakeholder’s consultation at local level. Relevant stakeholders were consulted and participated during social and environmental impact assessment. The consultations were conducted between November 2021 and March 2022. The consultations were based on informal unstructured interviews and meetings with the people available at project area during baseline surveys. The focus group discussions were conducted based on the availability of the stakeholders. The objective of this consultation was to disseminate the project information and ascertain stakeholder’s views on probable environmental and social impacts that may arise with the implementation of the proposed project. The details of the consultations are presented in previous chapters.

10.5. Purpose and Timing of Proposed Stakeholder Engagement Program

This SEP is designed to establish an effective platform for productive interaction with the potentially affected parties and others with interest in the implementation outcome of the BSRP. Meaningful stakeholder engagement throughout the project cycle will:

- Solicit feedback to inform project design, implementation, monitoring and evaluation.
- Clarify project objectives, scope and manage expectations.
- Assess and mitigate project environmental and social risks and impacts.
- Enhance project outcomes and benefits.
- Build constituencies and collaboration.
- Disseminate project information/ materials.
- Address project grievances.
- Define reporting and monitoring procedures to stakeholders to ensure the effectiveness of the SEP and periodic review of SEP based on results and findings.

Adequate stakeholder consultations will require effective timing and advanced planning. To ensure information is readily accessible to affected stakeholders, and adequate representation and participation of the different groups in the process, the KRIDE will adopt strategies and different methods and techniques based on an assessment of stakeholder needs. The strategies that will be adopted to conduct stakeholder engagement strategies, methods and program are given in below tables.

Table 47. Stakeholder Engagement Strategies

Sl. No	Stages	Strategy for a Project with Significant Risks and Diverse Stakeholder Issues
1	Engagement at the project concept stage	<ul style="list-style-type: none"> • Interviews with stakeholder representative, key informants and government officials • Stakeholder planning forum
2	Engagement during ESIA studies and RAP preparation	<ul style="list-style-type: none"> • environmental and social specialists on ESIA studies • RAP preparation conducts consultations • Use the local leaders in the consultations as opinion makers • Involve local corporator and member of legislative assembly during consultations

Sl. No	Stages	Strategy for a Project with Significant Risks and Diverse Stakeholder Issues
		<ul style="list-style-type: none"> • Disclose the CRP along with entitlement matrix and GRM intake channels • Create awareness about project salient features. • Interviews with stakeholder representatives and key informants • Participatory techniques used to consult with focus groups on impact-specific topics • Participatory techniques used to consult with stakeholders most disadvantaged by the project (both affected and community in influence area) • Stratified sample interviews • Public meetings • Newsletters • Open houses, in field office and project HQ • Radio and TV notifications
3	Engagement during construction and operations	<ul style="list-style-type: none"> • Participatory monitoring • Annual/quarterly targeted consultation, e.g. with specific stakeholder groups • Use of internet and other means to disseminate monitoring data • Annual/ quarterly stakeholder perception surveys and follow-up • Annual/ quarterly stratified sample interviews • Newsletters • Open houses, in field office and project HQ • Radio and TV notifications
4	Engagement on new stakeholder issues and concerns that may arise	<ul style="list-style-type: none"> • Grievance mechanisms • Annual/quarterly household questionnaires with project affected people • Annual/quarterly interviews with key informants and stakeholder representatives • Annual stakeholder events and gatherings

Source: Stakeholder Engagement: A Good Practice Handbook for Companies doing Business in Emerging Market, IFC, 2007

Table 48. BSRP Stakeholder Engagement Methods

S. No	Engagement Technique	Description and use	Target audience
1	Websites	<ul style="list-style-type: none"> • DPR, EIA, SIA, GAP and SEP will be published on official websites of KRIDE, the EIB & KfW. • Overview of project, impacts and mitigation, and project updates through project leaflets, posters etc. 	<ul style="list-style-type: none"> • All stakeholders
2	Media announcements	<ul style="list-style-type: none"> • Advance announcements of commencement of major project activities, project Grievance Redress Mechanism, and other outreach needs of the project. 	<ul style="list-style-type: none"> • Project affected communities
3	Information Centre and Information Boards	<ul style="list-style-type: none"> • Advance announcement of commencement and progress for major project activities. 	<ul style="list-style-type: none"> • Project affected communities

Bangalore Suburban Railway Project
SIA & RAP Report

S. No	Engagement Technique	Description and use	Target audience
4	Community /public meetings	<ul style="list-style-type: none"> These interactive platforms will be used to convey general information on the project detailed discussions on sub project activity that is planned by the project, project environmental and social risks and impacts and mitigation measures and to provide regular updates on implementation progress to all stakeholders. Meeting will also enable stakeholders to express their views, demands, constraints etc. 	<ul style="list-style-type: none"> Project affected stakeholders and communities
5	Correspondence by phone/email/ written letters	<ul style="list-style-type: none"> Distribute project information to government officials, organizations, agencies, NGOs, CBOs, Trusts, companies, community/Associations and Development Partners etc and invite stakeholders to share their views, concerns, demands etc. 	<ul style="list-style-type: none"> Government officials, NGOs, CBOs, Trusts Community/Associations, Development Partners etc.
6	Printed media advertisement	<ul style="list-style-type: none"> This will be used to disseminate and disclose project documents(e.g. ESMP, ESCP) intended for general readers and audience. 	<ul style="list-style-type: none"> General public
7	Distribution of printed public materials: project information leaflets, brochures, fact sheets etc.,	<ul style="list-style-type: none"> This will be used to convey general information on the project and to provide regular updates on its progress to local, regional and national stakeholders. 	<ul style="list-style-type: none"> General public
8	Internet/ Digital Media	<ul style="list-style-type: none"> Use of the official websites of implementing Ministries and Agencies to promote various information and updates on the overall project, impact assessment and impact management process, procurement, employment opportunities, as well as on project's engagement activities with the public and to invite all stakeholders to share their views, concerns, demands etc., through internet resources. 	<ul style="list-style-type: none"> Project stakeholders and other interested parties that have access to the internet resources.
9	One-on-one interviews	<ul style="list-style-type: none"> This will be used to solicit views and opinions on project impacts and solutions. 	<ul style="list-style-type: none"> Vulnerable individuals, NGOs, Trusts Associations, women groups, PAPs, etc.,
10	Workshops	<ul style="list-style-type: none"> This channel will be used to: (i) Present project information to a group of stakeholders; (ii) Allow the group of stakeholders to provide their views and opinions; (iii) Use participatory exercises to facilitate group discussion brainstorm issues, analyse information and develop recommendations and strategies; and (iv) Recording of responses. 	<ul style="list-style-type: none"> Government officials/agencies, NGOs, Trusts Associations, women groups, PAPs, etc.,
11	Focus group meetings	<ul style="list-style-type: none"> This will be used to facilitate discussion on specific issues such as gender-based violence, 	<ul style="list-style-type: none"> Vulnerable, women groups, etc

**Bangalore Suburban Railway Project
SIA & RAP Report**

S. No	Engagement Technique	Description and use	Target audience
		disability inclusion, etc., that merit collective examination with various groups of stakeholders using Focus Group Meetings.	
12	Surveys / Independent evaluations	<ul style="list-style-type: none"> • Surveys will be used to gather beneficiary opinions and views about project interventions. Civil society could also be engaged to support citizen feedback surveys for the project. 	<ul style="list-style-type: none"> • Project beneficiaries

Based on the ESIA's of the four corridors, the following groups of stakeholders have been identified.

**Bangalore Suburban Railway Project
SIA & RAP Report**

Table 49. BSRP Stakeholder Engagement Program

Target stakeholders	Information to be disclosed	Tools of engagement & mode of disclosure	Frequency	Responsibilities
PRE-CONSTRUCTION STAGE (PLANNING AND SURVEY)				
People residing in project area including vulnerable	<ul style="list-style-type: none"> ✓ Project scope and design details, design alternatives for impact minimization ✓ Grievance mechanism process ✓ Community Safety measures during project implementation ✓ Relocation of Common Property Resources (CRPs) ✓ Damages (cracks, landslides, etc.,) to assets/structures during construction (mainly to the buildings located close to the project site) ✓ Temporary impact to the access to the properties 	<ul style="list-style-type: none"> ✓ Consultations, focus group discussions ✓ Written information (one pagers/flyers) ✓ GRM Helpline number through display at project locations. 	<ul style="list-style-type: none"> ✓ At least twice ✓ Preliminary screening, ✓ Household level census socio-economic survey and consultations towards preparation of SIA. 	K RIDE through, SIA, DPR and RAP implementation agency/officers.
General communities including vulnerable	<ul style="list-style-type: none"> ✓ Project scope and design details, design alternatives for impact minimization ✓ Grievance mechanism process ✓ Community Safety measures during project implementation ✓ Relocation of Common Property Resources (CRPs) ✓ Damages (cracks, landslides, etc.,) to assets/structures during construction (mainly to the buildings located close to the project site) ✓ Temporary impact to the access to the properties 	<ul style="list-style-type: none"> ✓ Consultations, focus group discussions ✓ Written information (one pagers/flyers) ✓ GRM Helpline number through display at project locations. 	<ul style="list-style-type: none"> ✓ At least twice ✓ Preliminary screening, ✓ Household level census socio-economic survey and consultations towards preparation of SIA. 	K RIDE through, SIA, DPR and RAP implementation agency/officers.
Karnataka Slum Development Board	<ul style="list-style-type: none"> ✓ Resettlement of slum dwellers 	Tri-party meeting (K RIDE, KSDB and Slum Residents)	Bi-monthly till completion of resettlement of slum dwellers.	K RIDE
Land Acquisition Officer, KIADB	<ul style="list-style-type: none"> ✓ Land acquisition 	Tool: Joint field survey, Face to face meetings	As per Act provisions, till completion of disbursement of replacement value for the lost assets.	K RIDE & KIADB

**Bangalore Suburban Railway Project
SIA & RAP Report**

Target stakeholders	Information to be disclosed	Tools of engagement & mode of disclosure	Frequency	Responsibilities
Other Interested Parties (External) – Government departments <ul style="list-style-type: none"> ✓ Forest Department ✓ Revenue Department ✓ State Pollution Control Board ✓ Police Department ✓ District Administration 	<ul style="list-style-type: none"> ✓ Project scope and design details. ✓ Land acquisition and Compensation process ✓ Secondary baseline information on environmental and social aspects; ✓ Project’s induced environmental and social risks; ✓ Impact mitigation and enhancement measures; ✓ Resettlement and Rehabilitation ✓ Grievance mechanism process ✓ Gender related issues due to labour influx ✓ Design intervention for physically challenged people. 	Face-to-face meetings	As per requirement for obtaining necessary clearances/ permissions.	K RIDE through, SIA, DPR and RAP implementation agency/officers
Non – title holders and others not included above	<ul style="list-style-type: none"> ✓ Project scope and design details. ✓ Land acquisition and Compensation process ✓ Secondary baseline information on environmental and social aspects; ✓ Project’s induced environmental and social risks; ✓ Impact mitigation and enhancement measures; ✓ Resettlement and Rehabilitation ✓ Grievance mechanism process ✓ Gender related issues due to labour influx ✓ Design intervention for physically challenged people. 	Face-to-face meetings	As per requirement for obtaining necessary clearances/ permissions.	K RIDE through, SIA, DPR and RAP implementation agency/officers
IMPLEMENTATION STAGE				
1. People residing in Project area/general communities including vulnerable 2. Government Institutions, Revenue Department, State	<ul style="list-style-type: none"> ✓ Project scope and design details, ✓ Contractor establishment details i.e. labour camps, plants area etc., ✓ Grievance mechanism process ✓ Relocation of CPRs ✓ Provisions for assessment of reported damages (cracks, landslides, etc.,) to assets/structures during construction and payment, if applicable. 	<ul style="list-style-type: none"> ✓ Consultations, FGDs and meetings with communities ✓ GRM Helpline number through display at project locations and on flyers 	<ul style="list-style-type: none"> ✓ Bi-monthly ✓ As reported 	<ul style="list-style-type: none"> KRIDE through ✓ District administration ✓ Civil works contractor

**Bangalore Suburban Railway Project
SIA & RAP Report**

Target stakeholders	Information to be disclosed	Tools of engagement & mode of disclosure	Frequency	Responsibilities
Pollution Control Board, Police Department, District Administration				
Civil works contractor	<ul style="list-style-type: none"> ✓ Orientation on ESHS provisions; ✓ Sexual harassment provisions, ✓ Labour related aspects as provided in the Labour Management Procedures 	<ul style="list-style-type: none"> ✓ Provisions in Bid/Contract documents & also through Pre-bid conference 	<ul style="list-style-type: none"> ✓ During contract signing ✓ Periodic as part of worker's joining 	KRIDE & Civil works contractor
Other Interested Parties (Internal) <ul style="list-style-type: none"> ✓ General Consultant ✓ Supervision Consultants ✓ Contractors, sub-contractors, service providers, suppliers, and their workers. 	<ul style="list-style-type: none"> ✓ Project information: scope and rationale and E&S principles ✓ Training in RPF and RAP requirements and other management plans ✓ Grievance mechanism process ✓ Feedback on consultant/ contractor reports 	<ul style="list-style-type: none"> ✓ Face-to-face meetings ✓ Trainings/workshops 	As per requirement	KRIDE

10.6. Mathikere slum consultations and relocation site options

As the consultations with Mathikere slum dwellers progress, K-RIDE will summarize the consultation process that was followed with the KSDB and Mathikere slum dwellers and/or their representatives, including the following:

- PAP representatives selection process, specifically:
 - who are these representatives? (e.g. local government representatives, respected elders in the community, etc.)
 - what criteria were applied to identify them? (e.g. literate, respected, trusted, living in the slum, members of the PAHs, willing/available to represent PAHs and take part in meetings with KRIDE and KSDB on their behalf, etc.),
 - how were they selected? (e.g. elected by the PAHs during a public consultation meeting in Mathikere).
- Process in place for reporting back to PAHs and ensuring transparency of the overall resettlement process
- Number of meetings conducted with PAPs representatives, KSDB, and KRIDE
- Number of meetings conducted with individual PAHs
- Summary of key outcomes of the consultations with PAP representatives and with PAHs individually regarding the following:
 - Relocation site options (i.e. alternative site locations and PAP preference)
 - Compensation options 1 and 2 (i.e. how many PAHs have opted for option 1 vs. option 2).
 - Mode of compensation payment (i.e. beneficiary contribution amount paid by KRIDE directly to the KSDB)
 - In kind assistance and livelihood restoration measures

10.6.1. Relocation site and replacement housing standards

As mentioned above, Slum dwellers of notified slums are eligible for replacement housing to be provided by the KSDB. Presently, the relocation site options were yet to be selected and agreed between PAHs, KSDB, and KRIDE⁴⁷. The Housing standards will be described in the Tripartite Framework Agreement; this will be submitted to the lenders for review and approval.

10.7. Information Disclosure

K RIDE website (www.kride.in) will be used to disclose project documents, including those on environmental and social safeguard implementation performance. This will begin with disclosure of this draft EIA/EMP & draft SIA/RPF. Besides the draft disclosure documents (and the final documents in future), project brochures and updates will be posted. An easy-to-understand guide to the terminology used in the environmental and social reports or documents will also be posted on the website. In addition, the site will provide details about the Grievance Redress Mechanism and contact details. KRIDE will update and maintain the website regularly.

10.8. Proposed Strategy to Incorporate the Views of Vulnerable

The principle of inclusiveness will guide the stakeholder engagements, particularly with respect to vulnerable individuals and groups. In cases where vulnerable status may lead to people's reluctance or physical incapacity to participate in large-scale community meetings, the project will hold separate small group discussions with them at an easily accessible venue. This way, the project will reach out

⁴⁷ Presently no permanent relocation is foreseen. This is provided for in case if there is any permanent relocation.

to groups who, under normal circumstances, may be insufficiently represented at general community gatherings. Some strategies to be adopted to reach out to these groups include:

- Identify leaders of vulnerable and marginalized groups to reach-out to these groups
- Engage community leaders, CBOs and NGOs working with vulnerable groups
- Organize face-to-face focus group discussions with these populations

10.9. Strategy to Conduct Stakeholder Engagement in Pandemic Context

COVID-19 has become a global issue and declared as pandemic by World Health Organization (WHO). Over the last two years, the whole world is collectively fighting against this pandemic to keep people safe. With the intent to contain the spread of COVID-19, Gov announced a nationwide complete lockdown on 25th March, 2020 and this lockdown continued till 31st May 2020. The pandemic has affected the country in different ways, with many states implemented border closures, other movement and social restrictions. Bangalore district lies in the state of Karnataka was also followed the same guidelines issued by Government of India. The situation is normal today and restrictions are withdrawn substantially.

The WHO expecting another wave of a variant of COVID 19 in June 2022. During the pandemic situation, movement and physical interaction would not be possible to conduct face to face interview, Focus Group Discussions, community meetings on the ground. In such situation, KRIDE may conduct consultations with various stakeholders using appropriate virtual platforms.

10.10. Responsibilities for Implementing Stakeholder Engagement Activities

At the Project level, the KRIDE shall have a Social Management Unit (SMU). The Sr. Social Development Expert (Sr.SDE) in the Unit will be responsible for implementation of their respective social management/measures including implementation of the Stakeholder Engagement Plan. At the field level, R&R Officer will be designated for implementing the corridor wise RAPs and SEPs. The roles and responsibilities at different level of project implementation is present below.

Table 50. Responsibilities for Implementing Stakeholder Engagement Activities

Agency / Individual	Roles and Responsibilities
General Manager (Head of ESMU)	<ul style="list-style-type: none"> • Approve the content of the draft SEP (any revisions) • Approve prior to release, all IEC materials used to provide information associated with the project (communication material, PowerPoint, posters, leaflets and brochures, TV and radio insertions) • Approve and authorize all stakeholder engagement events and disclosure of material to support stakeholder engagement events
Social Management Unit (Project Level)	<ul style="list-style-type: none"> • Provide overall guidance and monitoring supervision to the SEP process • Prepare and provide appropriate IEC and communication material, information required to be disclosed to different stakeholder categories • Finalize the timing and duration of SEP related information disclosure and stakeholder engagement • Orient the KRIDE staff on SEP and requirements for its operationalization
Field level (R&R Officer)	<ul style="list-style-type: none"> • Prepare and customize to district requirements the IEC and communication material provided by the ESMU, and the information required to be disclosed to different stakeholder categories. • Ensure that all material/ strategies developed are culturally appropriate and available in easily comprehensible form to stakeholders (based on their profile and their information needs). Finalize the timing and duration of SEP related information disclosure and stakeholder engagement

**Bangalore Suburban Railway Project
SIA & RAP Report**

	<ul style="list-style-type: none">• Participate either themselves, or identify suitable representative, during all face-to face stakeholder meetings• Review and sign-off minutes of all engagement events; Maintain the stakeholder database.• Assure participation/ inclusion of stakeholders from vulnerable groups
--	--

Chapter 11. Legal Frameworks

11.1. Background

This chapter discusses about the existing law and regulations of the country and state those are applicable to the proposed Bengaluru Suburban Rail Project. In addition, World Bank's Environmental and Social Framework, 2017 is adopted since loan from EIB and KfW is being considered by the KRIDE for the implementation of the project. It is important to analyze the Acts and Policies to understand the legalities and procedure in implementing project and to identify the gaps and area where there is a need for strengthening to comply with the World Bank's safeguard policies and requirement.

Therefore, the legal framework of the country in which the proposed Bengaluru Suburban Rail Project will be implemented with respect to social issues as well as World Bank's social safeguard policies has been summarized in this chapter.

11.2. Applicable Laws and Policies

The applicable laws and policies on land acquisition, rehabilitation and resettlement for the proposed Bengaluru Suburban Rail Project are as follows:

1. Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013.
2. Karnataka Industrial Areas Development Act 1966 (KIADA)
3. Other applicable laws
4. World Bank's Social Safeguard Policies
5. Gaps between World Bank ESF(ESS5) and Applicable National Law and Gap Filling Measures

11.2.1. RFCTLARR Act, 2013

The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013 (RFCTLARR Act, 2013) is a Central Act to ensure humane, participative, informed and transparent process for land acquisition for industrialization, development of essential infrastructural facilities and urbanization with the least disturbances to the owners of the land and other affected households and provide just and fair compensation to the affected households whose land has been acquired or proposed to be acquired or affected by such acquisition and make adequate provisions for such affected persons for their rehabilitation and resettlement.

Chapter IV, Section 11 states that 'whenever it appears to the appropriate government that land in any area is required or likely to be required for any public purpose, a notification to that effect along with details of land to be acquired shall be published in the official Gazette, two daily newspapers, uploaded on the website of appropriate government and in the affected areas to all the persons affected'. Prior to acquisition Section 4 of the Act mandates conduct of a Social Impact Assessment study of the affected area to study the impacts likely to have on various components such as livelihood of affected households, public and communities properties, assets and infrastructure particularly road, public transport. Similarly, where land is acquired, fair compensation shall be paid promptly to all persons affected in accordance with section 28, 29 and 30 of the Act.

11.2.1.1. Key Features of RFCTLARR Act 2013:

The act puts in place the rules for granting compensation, rehabilitation and resettlement to the affected persons. The law makes sure that:

**Bangalore Suburban Railway Project
SIA & RAP Report**

- The affected persons get fair compensation when their land is taken away.
- Transparency is brought in the process of land acquisition.
- Adequate provisions are made for rehabilitation of the affected people.
- The affected households are least disturbed.
- Local self-Government including the gram sabhas are consulted in the process of land acquisition.

This act is applicable for a public purpose:

- Government acquires the land for its own use.
- Government acquires the land for the use of public sector companies (PSU)
- Government acquires the land for ultimate purpose of transferring it to private partners.

Public purpose:

Public purpose includes the following:

- Strategic use by the armed forces, paramilitary, state police for national security
- Infrastructure projects except private hospitals, private education institutions and private hotels.
- Projects related to industrial corridors, mining, national investment and manufacturing zone, sports, healthcare, tourism and space program.
- Housing projects for income groups specified by Government projects planned for development of village sites, residential areas for lower income groups in urban areas.

Table 51. A brief on the stages of RFCTLARR Act, 2013

Stage	Title	Description
1	SIA study by Government	<p>The process of land acquisition starts with the preparation of Social Impact Assessment Study. Whenever Government intends to acquire land for a public purpose, it shall consult the concerned Gram Sabha, Panchayat, Municipality or Municipal Corporation and then carry out a Social Impact Assessment study in consultation with them. When and how this consultation will take place, is defined by the Government via notification. Such notification will be brought out in local language and will be made available to the Panchayat, Municipality or Municipal Corporation and the offices of District Collector and SDM. It will be published in the local media and will be uploaded on relevant website of the government. The act mandates the Government to ensure that adequate representation has been given to the representatives of Panchayat, Gram Sabha, Municipality or Municipal Corporation while conducting such SIA study. This study has to be finished in 6 months' time.</p> <p>After the SIA has been finished, the Government would prepare Social Impact Management Plan. This plan would list all that would be needed to ameliorate the impacts caused by the land acquisition. The SIA includes a public hearing in the affected area.</p> <p>The report of the SIA is made public and is made available to local Government offices.</p>
2	Appraisal of SIA	<p>Once the SIA study is over and its report is ready, the Government will refer this report to an independent multi-disciplinary Expert Group. This expert group has to be constituted by the government. This expert group has representatives as follows:</p> <ul style="list-style-type: none"> ● Two non-official social scientists. ● Two representatives of the local self-Government (i.e.) Panchayat, Gram Sabha, Municipality or Municipal Corporation. ● Two rehabilitation experts and ● One technical expert.

Bangalore Suburban Railway Project
SIA & RAP Report

Stage	Title	Description
		<p>The chairperson of this expert group will be the person nominated from any of the above members. This group will study the SIA report. If this group finds that the project does not serve any public purpose or the social costs and adverse social impacts of the project outweigh the potential benefits, they will recommend so within 2 months' time. Once it is done, no acquisition can take place and the entire process is abandoned. However, irrespective of Expert Groups recommendations, the Government can acquire the land.</p> <p>The Government would need to record in writing that:</p> <ol style="list-style-type: none"> 1. The economic benefits of the project as indicated in DPR. 2. Whether land acquisition is being proposed on a minimum requirement basis or not. 3. Whether there are no other less displacing options available.
3	Notification and Acquisition	<p>After the above two stages are complete, the Government would put in place a preliminary notification in which it would publish the details of the land proposed to be acquired. This notification will be made accessible in local area via various media. The local governments are informed about this notification. Once the notification is published, no project affected person can sell any land or make any other land related transactions. The officers are empowered to enter upon and survey and take levels of any land in the area. The Special Deputy Commissioner, the Administrator for Rehabilitation and Resettlement shall conduct a survey and undertake a census of the affected households. A draft Rehabilitation and Resettlement scheme is prepared by the Commissioner of the Rehabilitation and Resettlement. The details of this scheme are made available to local public via various media.</p>
4	Rehabilitation and Resettlement Awards	<p>After the land acquisition is over, the Special Deputy Commissioner shall pass Rehabilitation and Resettlement Awards for each affected family. This award will comprise:</p> <ol style="list-style-type: none"> 1. Amount payable to a family. 2. Bank account number of the person to whom the amount is transferred. 3. Particulars of the house site and house to be allotted in case of displacement. 4. Particulars of land allotted to the displaced households. 5. Particulars of one-time subsistence allowance and transportation allowance in case of displaced households. 6. Other such payments and allowances as per the act. 7. Particulars of annuity and other entitlements to be provided. <p>Computation of compensation as per First Schedule of RFCTLARR Act 2013</p> <p>The compensation for land acquisition is determined by the Special Deputy Commissioner and awarded by him to the land owner within two years from the date of publication of the declaration of acquisition. The process of determination of compensation is given below.</p> <ol style="list-style-type: none"> 1. Market value* of the land. 2. Value of the assets attached to land: Building/Trees/Wells/Crop etc., as valued by relevant Govt. Authority; 3. Solatium: 100% of the compensation

Stage	Title	Description
		<p>4. In addition to the market value, an amount at the rate of 12% per annum from the date of notification to the date of award or to the date of taking possession of land</p> <p style="text-align: center;"><i>and</i></p> <p>Computation of compensation as per Second Schedule of the RFCT-LARR, Act 2013</p> <p>5. Provision of housing units in case of displacement</p> <ul style="list-style-type: none"> • If the house is lost in rural areas, a constructed house shall be provided as per the Indira Awas Yojna. • If the house is lost in urban areas, a constructed house shall be provided which will not be less than 50 sq.mt in plinth area. (houses provided if necessary, might be in multi-storeyed building complexes) <p>The benefits above shall be extended to any project affected family which has been residing in the area continuously for a period of not less than 3 years preceding the date of notification.</p> <ul style="list-style-type: none"> • If any Project Affected Family opts not to take the house offered, shall get one-time financial assistance for house construction, which shall not be less than Rs.1,50,000/ <p>6. Offer for developed land</p> <p>In case the land acquired for urbanisation purpose, 20% of the developed land will be reserved and offered to land owning Project Affected Households, in proportion to the area of their land acquired and at a price equal to the cost of acquisition and the cost of development.</p> <ul style="list-style-type: none"> • If in case the project affected family owning the land wishes to avail this offer, an equivalent amount will be deducted from the land acquisition compensation package payable to it. <p>7. Choice of annuity or employment</p> <ul style="list-style-type: none"> • After suitable training and skill development in the required field, provision for employment at a rate not lower than the minimum wages, at least one member of the project affected family is arranged a job in such project as may be required (or) • One-time payment of Rs.5,00,000/- per project affected family. • Annuity policy that shall pay not less than Rs.2,000/- per month per family for 20 years, with appropriate indexation to the consumer price index for agricultural labourers. <p>8. Subsistence grant for displaced households for 1 Year</p> <ul style="list-style-type: none"> • Monthly subsistence allowance of about Rs.3000/- per month for a year from the date of award. <p>9. Transportation cost for displaced households</p> <ul style="list-style-type: none"> • One-time financial assistance of Rs.50,000/-. <p>10. One time grant to artisans, small traders and others</p> <ul style="list-style-type: none"> • One-time financial assistance, minimum of Rs.25,000/-. <p>11. One-time resettlement allowance</p> <ul style="list-style-type: none"> • One-time Resettlement allowance of Rs.50,000/- only. <p><i>Stamp duty and registration charges will be borne by Implementing Agency (Requiring Body) in case of new houses or sites.</i></p>

Bangalore Suburban Railway Project SIA & RAP Report

Based on RFCTLARR, Act 2013 under Section 26, The collector shall adopt the following criteria in assessing and determining the market value of the land, namely:-

- a) Market Value – if any, specified in the Indian Stamp Act, 1899 for the registration of sale deeds or agreements to sell, as the case may be, in the area, where the land is situated
(or)
- b) The average sale price for similar type of land situated in the nearest village or nearest vicinity whichever is higher, provided that the date for determination of market value shall be date on which the notification has been issued under section 11. Where the market value under sub-section (1) or sub-section (2) cannot be determined for the reason that-
 - I. The land is situated in such area where transactions in land are restricted by or under any other law for the time being in force in that area
or
 - II. The registered sale deeds or agreements to sell as mentioned in clause (a) of sub- section (1) for similar land are not available for the immediately preceding three years
or
 - III. The market value has not been specified under the Indian Stamp Act, 1899 by the appropriate authority.

The state Government concerned shall specify the floor price or minimum price per unit area of the said land based on the price calculated in the manner specified in sub section (1) in respect of similar type of land situated in the immediate adjoining area provided that in case where the requiring body offers its share to the owners of the lands (whose land have been acquired) as a part of compensation, for acquisition of land, such shares in no case shall exceed 25% percent of the value so calculated under sub section (1, 2, 3) or the value is to be deductible in the value of the land.

11.2.2. Karnataka Industrial Areas Development Act 1966 (KIADA)

The Land required for the project 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 and “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 within the city and from the outskirts of the city to commercial and industrial centers in efficient and sustainable manner.

As per provision of KIADA, the government notifies the lands required for BSRP as industrial area for purpose of industrial infrastructural facility. Thereafter, preliminary notification conveying intention to acquire the land is issued inviting objections from landowners and interest 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. The determination of the compensation and its payment follows vesting of the ownership in the government. Even though the act provides for speedy acquisition of land through consent (negotiated settlement) awards, K RIDE preferred normal award (compulsory acquisition) under the norms of KIADA to acquire the land for BSRP, the PAPs would not be eligible to approach the civil court for enhancement of compensation if the acquisition is done as per the negotiated settlement. Section 28 of the KIADA provides the details to the process of notification and acquisition. Section 29 provides for the calculation of compensation.

Bangalore Suburban Railway Project SIA & RAP Report

11.2.2.1. Salient Features of the Section 28 of KIAD Act

- If at any time, in the opinion of the State Government, any land is required for development by the Board, or for any other purpose in furtherance of the objects of this Act, the State Government may by notification, give notice of its intention to acquire such land.
- On publication of a notification under sub-section (1), the State Government shall serve notice upon the owner or where the owner is not the occupier, on the occupier of the land and on all such persons known or believed to be interested therein to show cause, within thirty days from the date of service of the notice, why the land should not be acquired.
- After considering the cause, if any, shown by the owner of the land and by any other person interested therein, and after giving such owner and person an opportunity of being heard, the State Government may pass such orders as it deems fit.
- After orders are passed under sub-section (3), where the State Government is satisfied that any land should be acquired for the purpose specified in the notification issued under sub-section (1), a declaration shall, by notification in the official Gazette, be made to that effect.
- On the publication in the official Gazette of the declaration under sub-section (4), the land shall vest absolutely in the State Government free from all encumbrances.
- Where any land is vested in the State Government under sub-section (5), the State Government may, by notice in writing, order any person who may be in possession of the land to surrender or deliver possession thereof to the State Government or any person duly authorized by it in this behalf within thirty days of the service of the notice.
- If any person refuses or fails to comply with an order made under sub-section (5), the State Government or any officer authorized by the State Government in this behalf may take possession of the land and may for that purpose use such force as may be necessary.
- Where the land has been acquired for the Board, the State Government, after it has taken possession of the land, may transfer the land to the Board for the purpose for which the land has been acquired.

Section 29 of KIAD Act

- Section 29 states, where any land is acquired by the State Government under this chapter, the State Government shall pay for such acquisition compensation in accordance with the provisions of this Act.
- Where the amount of compensation has been determined by agreement between the State Government and the person to be compensated, it shall be paid in accordance with such agreement.
- Where no such agreement can be reached, the State Government shall refer the case to the Deputy Commissioner for determination of the amount of compensation to be paid for such acquisition as also the person or persons to whom such compensation shall be paid.
- On receipt of a reference under sub-section (3), the Deputy Commissioner shall serve notice on the owner or occupier of such land and on all persons known or believed to be interested herein to appear before him and state their respective interests in the said land.

Calculation of Compensation

The principles of calculation of compensation for land, structure, and other assets, in this project, follow the Right to Fair Compensation and Transparency in Land Acquisition Rehabilitation and Resettlement Act, 2013. Compensation for private land acquisition in BSRP is paid as per the following norms:

- i. market value of land determined based on higher of:
 - a. guidance value of land for registration of sale deeds as per Indian Stamp Act, and
 - b. average sale price for similar type of land situated in the nearest area or village.
- ii. market value of buildings and structures on the land as assessed by approved valuers.
- iii. multiplication factor of 1 in urban area and 1.5 to 2 in rural areas.
- iv. solatium @ 100% of market value with applicable multiplication factor .
- v. additional market value @ 12% p.a. from date of notification to date of award.

11.2.3. Other Applicable Laws

- (i) Minimum Wages Act, 1948
- (ii) Contract Labour (Regulation and Abolition) Act, 1970
- (iii) Contract Labour (Regulation and Abolition) Central Rules, 1971
- (iv) The Bonded System (Abolition) Act, 1976
- (v) Child Labour (Prohibition and Regulation) Act 1996 along with Rules, 1988
- (vi) Children (Pledging of Labour) Act, 1933 (as amended in 2002)
- (vii) The Building and Other Construction Workers Welfare Act, 1996
- (viii) The Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995
- (ix) The Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Rules, 1996
- (x) The Sexual Harassment of Women at Workplace Act, 2013

11.2.4. EIB's Environmental and Social Requirements

The EIB Environmental and Social Sustainability Framework (ESSF) defines the EIB Environmental and Social Standards (2 February 2022). It is an important tool for ensuring that environmental, climate and social concerns are integrated into all aspects of EIB-financed projects. In the ESSF, a risk-based approach is taken and implemented through a Bank-wide policy statement, a set of standards, an implementing framework for the different phases of the project investment cycle, access to information requirements, and different forms of guidance in carrying out safeguard requirements. At the heart of the ESSF is the application of the “mitigation hierarchy”. The EIB supports operations that “do not significantly harm the environment, do not impinge on the sustainable use of natural and living resources and respect human rights”. This ESSF has 10 standards; these are:

- Standard 1 – Environmental and Social Impacts and Risks
- Standard 2 – Stakeholder Engagement
- Standard 3 – Resource Efficiency and Pollution Prevention
- Standard 4 – Biodiversity and Ecosystems
- Standard 5 – Climate Change
- Standard 6 – Involuntary Resettlement
- Standard 7 – Vulnerable Groups, Indigenous Peoples and Gender
- Standard 8 – Labour Rights
- Standard 9 – Health, Safety and Security
- Standard 10 – Cultural Heritage
- Standard 11 – Intermediated Finance

All the above standards are applicable for BSRP, except the Standard 11.

11.2.5. KfW Environmental and Social Requirement

KfW's Sustainability Guideline 30 June 2023 sets the environmental and social requirements of KfW, the foundation of the assessment of environmental and social impacts of a Financial Cooperation (FC) measure is to be in compliance with relevant national law and legal requirements as well as the assessment requirements of KfW. The KfW assessment standards are the Environmental and Social Framework (ESF) and the Environmental and Social Standards of The World Bank (WB) Group (i.e., for public agencies the Environmental and Social Standards (ESS) as well as relevant Operational Policies of the World Bank and the IFC Performance Standards (PS) for cooperation with the private sector, General and sector-specific Environmental, Health and Safety (EHS) Guidelines as well as the Core Labour Standards of the International Labour Organization (ILO). Within the framework of donor

Bangalore Suburban Railway Project SIA & RAP Report

harmonization (Paris Declaration), KfW can also use comparable standards of other development banks. This can be done through assessment of individual cases or in accordance with rules that have been agreed upon as part of the cooperation agreement. In case of BSRP, World Bank Environmental Social Framework (ESF) applies. This ESF has the following standards:

- ESS1: Assessment and Management of Environmental and Social Risks and Impacts
- ESS2: Labor and Working Conditions
- ESS3: Resource Efficiency and Pollution Prevention and Management
- ESS4: Community Health and Safety
- ESS5: Land Acquisition, Restrictions on Land Use and Involuntary Resettlement
- ESS6: Biodiversity Conservation and Sustainable Management of Living Natural Resources
- ESS7: Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities
- ESS8: Cultural Heritage
- ESS9- Financial Intermediaries
- ESS10: Stakeholder Engagement and Information Disclosure

All the above standards except ESS9 are applicable to BSRP.

For the BSRP's SIA, the EIB's S1,2 and 6 to 10 and the WB's ESS1, 2, 4, 5, 8 and 10 are applicable.

According to Lenders Environmental and Social Policies, the proposed metro rail project in Bengaluru is categorized as High Risk- project. The Project E&S management must therefore comply with both national legislation as well as EIB/ KfW (WB) ESSs. It includes projects in sensitive sectors or with sensitive characteristics and projects located in or near sensitive areas. The proposed project is considered to have significant impacts on sensitive areas, which requires detailed impact assessment of social settings of the project area and social management document, i.e., an SIA and an RPF. A Stakeholder Engagement Plan is required throughout the project life and consultation for high risk projects. The proposed BSRP project is likely to have significant impact on involuntary resettlement hence this sub project comes under "High Risks category" on social impacts and risks

The proposed BSRP project is likely to have significant impact on involuntary resettlement hence this sub project comes under "High Risks category" on social impacts and risks.

11.3. Comparison of RFCTLARR Act 2013 and Lenders Social Framework

The following Table summarizes a comparison between RFCTLARR Act 2013 and the EIB Standard 6 and The World Bank's ESS-5 with respect to land acquisition and involuntary resettlement, and identifies the gaps if any.

**Bangalore Suburban Railway Project
SIA & RAP Report**

Table 52. Comparison of RFCTLARR Act 2013 and EIB S-6 and KfW ESS-5 on IR

Sl. No.	Requirements	EIB ESS 6 and KfW ESS 5	Indian National Law	Gaps	Addressal of Gaps
1	Avoid involuntary resettlement	Involuntary resettlement (IR) should be avoided wherever possible	Indian Law also acknowledges that impact of IR should be minimized.	No gap	
2	Minimize involuntary resettlement	Minimize involuntary resettlement by exploring all viable alternative project design	Yes	No gap	
3	Mitigate adverse social impacts	Where it is not feasible to avoid resettlement, resettlement activities should be conceived and executed as sustainable development programs, providing sufficient investment resources to enable the persons displaced by the project to share in project benefits.	Yes	No gap	
4	Identify, assess and address the potential social and economic impacts	Through census and socio-economic surveys of the affected population, identify, assess, and address the potential economic and social impacts of the project that are caused by involuntarily taking of land (e.g. relocation or loss of shelter, loss of assets or access to assets, loss of income sources or means of livelihood, whether or not the affected person must move to another location) or involuntary restriction of access to legally designated parks and protected areas.	Yes	No Gap	
5	Prepare mitigation plans for affected persons	To address the project impacts, prepare resettlement plan or resettlement policy framework prior to project appraisal, estimating to the extent possible the total population to be affected, nature of impact and the overall resettlement costs.	Yes	No gap	
6	Cut Off Date	The census date is usually considered to be the cut-off date for eligibility claims	The date of public notification is considered to be the cut-off date.	To comply with EIB norms Project should not consider any	The census date shall be the cut-off date for PAHs.

**Bangalore Suburban Railway Project
SIA & RAP Report**

Sl. No.	Requirements	EIB ESS 6 and KfW ESS 5	Indian National Law	Gaps	Addressal of Gaps
			However Indian law states that the benefits stipulated in the law shall be extended to any PAFs (including non-titleholders) who have been residing in the area continuously for a period of no less than 3 years preceding the date of notification.	conditional approval in case of acknowledging the rights of titleholders and non-titleholders.	However, the same is subjected to the period of not less than 3 years preceding the date of preliminary notification in case of owners and tenants.
7	Census and Baseline	Census and socio-economic baseline survey will be carried out to identify number of people to be displaced, livelihoods affected and property to be compensated.	Yes	No gap	
8	Avoid Forced Eviction	Avoid and/or prevent forced evictions and provide effective remedy to minimise their negative impacts should prevention fail;	According to national law, if any person refuses or fail to comply with a State order, government officials may take possession of the land by using “such force as may be necessary”. This refers both to title holders and non-titleholders.	Gap identified with respect to Forced Eviction.	In accordance with EIB standards, the Project shall put in place measures to avoid forced evictions. When such measures fail, evictions can be carried out in exceptional circumstances when in full compliance with: (i) the provisions of international human rights instruments ⁴⁸ ; and (ii) national law. In such cases, the Project shall ensure that: <ul style="list-style-type: none"> The rights to information and to meaningful consultation and participation are respected at all stages

**Bangalore Suburban Railway Project
SIA & RAP Report**

Sl. No.	Requirements	EIB ESS 6 and KfW ESS 5	Indian National Law	Gaps	Addressal of Gaps
					<p>of the process;</p> <ul style="list-style-type: none"> • Legal and other remedies are available at all times; • Evictions do not result in homelessness; • Adequate compensation is provided before the eviction takes place. • Accompanying measures are applied to support vulnerable evictee. • The promoter shall inform the EIB before any eviction takes place. This shall be accompanied by a documented statement that the above conditions have been and are being met. <p>As part of good practice in BSRP occupiers are provided with a resettlement allowance in addition to shifting assistance to prevent possible homelessness.</p>
9	Consider alternative project design	Avoid or, at least minimise, project-induced resettlement whenever feasible by exploring alternative project designs	There is no specific mention	Gap identified with respect to exploring alternative project design to minimize Involuntary resettlement (IR).	Project will follow the process where adequate attention will be paid to explore design alternatives to minimize impact of IR in

**Bangalore Suburban Railway Project
SIA & RAP Report**

Sl. No.	Requirements	EIB ESS 6 and KfW ESS 5	Indian National Law	Gaps	Addressal of Gaps
					compliance with EIB standard
10	Involvement of and consultation with the stakeholders	Consult project-affected persons, host communities and Local non-governmental organizations, as appropriate. Provide them opportunities to participate in the planning, implementation, and monitoring of the resettlement program, especially in the process of developing and Implementing the process for determining eligibility for compensation benefits and development assistance (as documented in a resettlement Plan), and for establishing appropriate and accessible grievance mechanisms. Pay particular attention to the needs of Vulnerable Groups among those displaced especially those below the poverty line, the landless, the elderly, women and children, indigenous peoples, ethnic minorities, or other displaced persons who may not be protected. Through national land compensation legislation.	Yes However, Definition of vulnerable group is slightly different from EIB's requirement.	Gap identified in terms of definition of Vulnerable group.	Project will identify vulnerable groups among the project affected people and will take special attention for their compensation and livelihood restoration in compliance with EIB standard
11	Eligibility	Any person (titleholders, non-titleholders including encroachers, Squatters, tenants, etc.) negatively affected by the project is eligible for compensation, livelihood restoration and/or other resettlement assistance.	The Indian National R&R law considers the Non-Titleholders only if they are residing on the land for the previous 3 years	Gap identified regarding rights of Non-titleholders in case of IR.	As mentioned above, suitable Resettlement will be provided as per the Table of Entitlement Matrix below
12	Special Attention to Vulnerable affected people	Particular attention to vulnerable groups, including women and minorities, who may require special assistance and whose participation should be	Definition is narrower. It includes only scheduled caste and tribes displaced from scheduled areas ⁴⁹ as specified by the Constitution	Gap identified in terms of special attention to vulnerable affected people.	The Vulnerable people will be included as per the C&R Policy given in this SIA report.

**Bangalore Suburban Railway Project
SIA & RAP Report**

Sl. No.	Requirements	EIB ESS 6 and KfW ESS 5	Indian National Law	Gaps	Addressal of Gaps
		vigilantly promoted	of the country		
13	Replacement Cost	Monetary compensation shall take into account full replacement cost based on market value, productive potential, or equivalent residential quality, including any administrative charges, title fees, or other legal transaction costs.	Indian Law has detailed out determination of compensation for land and other immovable assets attached with land but the term Replacement cost is not used.	Gap identified in the use of terminology.	As per the C&R Policy, the solatium factor shall compensate the requirement of EIB. Hence, C&R Policy shall prevail ⁵⁰ .
14	Livelihood Restoration	The affected persons will be offered assistance for livelihood restoration or improvement through provision of training, credit, job placement, and/or other types of assistance;	Rehabilitation and Resettlement Scheme will take into account loss of livelihood of Titleholder and Non-titleholders.	Gap identified in mentioning livelihood restoration of PAFs	Project will pay adequate attention to ensure livelihood restoration of PAFs at least at the pre- project level. As per EIB standards
15	Relocation sites	Affected stakeholders should be consulted on the choice of sites and, as far as possible, offered choices among sites. In cases of physical resettlement, alternative housing should be situated as close as possible to the original place of residence and source of livelihood of those displaced, where possible. Identified relocation sites shall fulfill as a minimum the criteria for adequate housing	There is no specific mention	Gap identified in terms of absence of mentioning the characters of Relocation site when relocation is unavoidable.	Project will discuss with the Stakeholders especially with the vulnerable groups and finalize the relocation sites.
16	Disclose and inform PAPs of RAP and mitigation measures	Disclose draft Resettlement Plans including documentation of the consultation process, in a timely manner, before appraisal formally begins, in an accessible place and in a form and language that are understandable to key stakeholders	Yes	No gap	
17	Support	To the extent possible, the existing social	Yes	No gap	

⁵⁰ As per the LARAR Act 2013, 100% solatium is added to the compensation. This means land and assets cost is calculated based on the market price and this amount is doubled.

**Bangalore Suburban Railway Project
SIA & RAP Report**

Sl. No.	Requirements	EIB ESS 6 and KfW ESS 5	Indian National Law	Gaps	Addressal of Gaps
	existing social and cultural institutions of the affected persons	and cultural institutions of resettlers and any host communities are preserved and re-settlers preferences with respect to relocating in pre-existing communities and groups are honoured.			
18	Resettlement Plan	To cover the direct social and economic impacts that are caused by the involuntarily taking of land and/ or the involuntary restriction of access to legally designated lands and protected areas, the borrower will prepare a Resettlement plan or resettlement policy framework. The RP or framework will include measures to ensure that the displaced persons are provided assistance during relocation; provided with residential housing or housing sites, or as required agricultural sites; offered transitional support; provided with development assistance in addition to compensation.	Yes	No gap	
19	Supervision	The Bank regularly supervises resettlement implementation to determine compliance with the instrument	Yes	No gap	
20	Monitoring & Evaluation	The borrower is responsible for adequate monitoring & evaluation of the activities set forth in the resettlement instrument. Assess whether the objectives of the resettlement instrument have been achieved, upon completion of the project, taking account of the baseline conditions and the results of resettlement monitoring.	Yes	No gap	
21	Timeline for every process	Bank does give time schedule for activities.	According to Indian law, the compensation for land	It is not clear whether actual relocation can happen before	To comply with EIB standards, the project will need to

**Bangalore Suburban Railway Project
SIA & RAP Report**

Sl. No.	Requirements	EIB ESS 6 and KfW ESS 5	Indian National Law	Gaps	Addressal of Gaps
			acquisition is awarded to the land owner “within two years from the date of publication of the declaration for acquisition”.	payment is disbursed.	ensure that all compensation payments are disbursed to eligible PAPs or PAHs before any relocation takes place

11.4. Resettlement Principles

Land acquisition and resettlement for the BSRP Project will be conducted based on the following principles:

- All land acquisition, resettlement, and adverse impacts on people in the project area will be avoided through suitable engineering design. Where avoidance is not possible, land acquisition and resulting impacts will be minimized.
- All compensation measures proposed in this document will comply with the Indian national legal requirements in addition to international standards of good practice including the EIB and KfW requirements.
- Individual Resettlement Action Plans (RAPs) will be developed for each corridor based on the final detailed design, documenting specific information on the compensation measures and entitlements for individuals affected by each corridor.
- Detailed information in the corridor RAPs will be gathered through a census survey to collect baseline data and to identify the project affected population.
- For Corridors 1, 3 and 4, the census and asset inventory will act as a cut-off date for eligibility.
- The individual corridor RAPs will be further complemented by a Social Impact Assessment (SIA) study which will focus on broader social impacts that will affect the local population, including displacement.
- The project will provide compensation and assistance for land and affected structures/assets at replacement cost⁵¹.
- All households and businesses affected by economic displacement will be entitled to inclusion into the livelihood restoration process, which aims to at a minimum restore or improve project affected livelihoods.
- Each of the corridor RAPs will include details on compensation and assistance for both permanent and temporary project displacement impacts.
- Each of the corridor RAPs will include focused stakeholder consultation and engagement with the affected groups to inform them of project impacts and gain feedback on the proposed compensation and entitlements measures. Upon approval of four corridor RAPs by the KRIDE and lenders, each document will be disclosed to affected people.
- A timely, effective and accessible Grievance Mechanism will be established to manage issues and grievances related to resettlement.
- All compensation disbursement will be done prior to any land take and before commencement of civil works in the particular land.
- Additional measures may be required for specific groups such as the vulnerable.
- Each corridor RAP will be monitored through all stages of implementation, which will include internal monitoring (responsibility of K RIDE) and external monitoring by an independent third party.

⁵¹ Replacement cost is a method of valuation that calculates compensation sufficient to replace assets and the requisite transaction costs associated with asset replacement. Where residential/ commercial/ residential cum commercial structures are concerned, the full replacement cost method must yield a value that is sufficient to purchase a new residence/ commercial/ residential cum commercial space that meets adequate housing/ commercial criteria respectively.

11.5. Eligibility

11.5.1. Cut-off Date and Avoiding Forced Evictions

The cut-off date is used to determine eligibility, regardless of ownership status (title holders and non-titleholders), with all those present on the land prior to the cut-off date being eligible for inclusion in the compensation and entitlement process. In the cases of land acquisition affecting legal titleholders and tenants, the cut-off date is the date of notification (respective to the affected villages) under Section 28 (1) under the KIAD Act. The same has already been applied with copies of the notifications attached as Annexure G for Corridor - 2. For the non-titleholders and slum dwellers the cut-off date will be the end date of the census survey, which was conducted between February & November – 2022 & May – 2023. The census survey will be conducted once detailed design has been confirmed, in additional land is involved and the same will be described in detail in the corridor wise RAPs. The census surveys will be conducted by the RAPPIC and cut off dates will be announced accordingly.

As mentioned earlier in Section 4, 165 PAHs in 5 locations along corridor 1, 3 & 4 have refused to take part in the preliminary census and therefore missed the cut-off date that was initially established for those settlements. For these 165 PAHs, a new census and household survey will be conducted, and the date of the new survey will be considered the cut-off date for these people. To ensure that these PAHs accept to be surveyed, the Promoter will follow the same procedure that was followed along corridor 2 where PAHs were preliminary surveyed successfully, specifically: 1) the Project will first demarcate the boundaries of the affected plots in order to officially confirm ownership with the relevant institutions as part of the land acquisition process, then 2) get official approval on the entitlements, 3) disclose the entitlements to PAHs, and finally 4) conduct the census and household survey with PAHs. This process is expected to take approximately 6 months before Step 4 can be initiated.

There will be adequate notification of cut-off date and measures will be taken to prevent encroachments/squatting or forceful evictions after the cut-off date is established. Specifically, ongoing and regular engagement will be conducted with local communities and community representatives, including mobile street vendors, to ensure the cut-off date is well publicized, understood, and respected.

Anyone who settles in the affected areas after the cut-off date will not be eligible for compensation. They will be given sufficient advance notice (30 days) to vacate the premises and dismantle affected structures prior to project implementation.

11.5.2. Defining Eligibility

A preliminary census survey was conducted along all corridors between February, November 2022 and May 2023, with information used to understand the different categories of affected groups.

Based on this information there are three main groups impacted by physical displacement due to this project:

1. Residential owners and formal tenants,
2. Dwellers in the notified slum area and,
3. Residents of non-notified slum (unauthorized urban settlements/squatters).⁵²

The following groups have been identified as being impacted by economic displacement:

⁵² Detailed information on the location and number of affected people in each location are presented in Annexure H.

Bangalore Suburban Railway Project SIA & RAP Report

1. Commercial owners and tenants with titles,
2. Commercial squatters (without titles),
3. Itinerant/mobile and semimobile vendors (licensed or unlicensed).⁵³

The census and asset inventories to be conducted for each of the corridor RAPs will confirm the number of households/individuals that fall within each category and the specifics of their individual entitlement packages.

11.5.3. Residential and Commercial Owners (including licensed mobile vendors) and Formal Tenants (Title holders)

The project will provide compensation and assistance for land and affected structures/assets at replacement cost along with the rental and other assistances to the affected families that fall under this category. In addition to compensation and allowances, residential and commercial title holders (including licensed mobile vendors⁵⁴) and formal tenants are also entitled to livelihood restoration assistance according to their eligibility. Livelihood restoration measures are described in more detail in Chapter 12. Households that are identified as vulnerable will also be eligible for additional support tailored to their individual needs.

The land acquisition and resettlement process for this category follows the process described in the RFCTLARR Act (see Section 11.2.2)⁵⁵, which largely aligns with EIB and KfW requirements. Under the RFCTLARR Act, the government Collector, the Administrator for Rehabilitation and Resettlement, conduct a survey and census of the affected households, following which a draft Rehabilitation and Resettlement scheme is prepared by the Commissioner of the Rehabilitation and Resettlement. The Collector then passes Rehabilitation and Resettlement Awards for each family stating the amounts of the compensation and allowances along with other applicable entitlements,⁵⁶ and the particulars of the lost assets and replacement assets as applicable.⁵⁷ This process has been completed for the majority of Corridor 2, with compensation payments as per the RFCTLARR Act provided to some titleholders. There is also a Grievance Redress Mechanism available for complaints.

Once compensation has been paid, the landowners and/or users will be given notice of 1-4 months to vacate as per good practice procedures followed in other projects. This gives Project Affected Households (PAHs) the time to salvage any materials and use them for the construction of an alternative house or structure. The RAPPIC consultant will support people with the relocation process including with the identification of alternative location. This process is the same for residential and commercial owners and tenants with titles.

11.5.4. Slum Dwellers in Notified Slums (non-titleholders)

The M R Jayaram Colony, Mathikere slum area, located in Corridor 2, is the only notified slum area that was identified as being affected by the Project. This slums spreads over an area of 1.03 acres

⁵³ The preliminary surveys did not reveal any impacts on vendors along the corridor. However, due to unforeseen situation, in case, Vendors (sitting/ standing/ moving) and mobile vendors (push carts) are affected, they may have to be away from work when the stretch they frequent is under construction. This may lead to income losses and client loss. (This is an alternative option only).

⁵⁴ Licensed mobile vendors will be displaced as per the Street Vendors Act 2014 and included under the category of commercial titleholder.

⁵⁵ In Corridor – 2, these processes are under progress and for the remaining corridors it is not yet started.

⁵⁶ After the completion of the task of above foot note, this will be processed consecutively.

⁵⁷ AS per K RIDE CRP & RFCTLARR Act, the affected household has an option to go with Consent Award. If not, Normal Award, which means, the household shall approach court for the resolution.

Bangalore Suburban Railway Project SIA & RAP Report

(4,168.30 sqm) with the length of 390 m and width of 10.69 m. It is located within the boundary of Indian Railways where the earlier narrow-gauge alignment been operational. This slum contains 143 structures in total and 650 persons are staying in the slum. While many of the slum residents are illiterates and marginally literates; there are few, who have good education qualifications such as MBBS (doctor; 1 person), Engineers (3 persons), Graduates in Arts (6 persons), etc. who are also residents of the slum. The key occupations of the Slum dwellers are construction workers, helpers, Municipal workers, Auto rickshaw & lorry drivers, domestic workers, daily wages workers, etc. The slum dwellers also include 43 widows and 6 Persons with Disabilities.

The elevated alignment will pass on the Main Road over the fringe of the slum settlement. Whereas, to avoid any risk, demolition of houses may not be necessary, the construction activities for the viaduct section do not allow for people residing in the houses during construction. The impacts on the 109 PAHs will be temporary and they will be expected to return to their homes after construction activities are completed. The earlier proposed alignment of Corridor 2 was above the slum resulting the permanent displacement of the entire slum. Later, there was a revision in the location of station. To accommodate the horizontal curve and the vertical gradient, the alignment has been revised. The revised alignment resulted in minimizing the impacts on the slum. As per the revised alignment, the pillar foundations will be on the road, due to which 12 private buildings, 11 encroached buildings and 8 empty lands (total 32 properties) will be impacted on the other side of the road.

As per the Karnataka Slum Area (Improvements and Clearance) Act 1973; (Amendment) Act 2002 and Rules 1975, the resettlement of the dwellers of the notified slum area is in the scope of the Karnataka Slum Development Board (KSDB). In this regard, K-RIDE has initiated consultations with Karnataka Slum Development Board, which is in charge of notified slums, about the impacts on the Mathikere slum, which falls under the Corridor 2.

As part of effective implementation of resettlement activities, KRIDE will appoint an RAP development and implementation consultant, known as RAPPIC, to facilitate the resettlement activities in coordination with the KSDB, KRIDE and Project Displaced People. The RAPPIC team will also include an officer familiar in the resettlement of slum people. The RP implementation consultant shall prepare a micro plan for each displaced households as part of effective implementation of the social safeguard policies.

Preliminary consultations were conducted by K-RIDE with the representatives of Mathikere slum involving the KSDB officials which include consultations with the slum dwellers, their representatives and their leaders. KSDB, will continue for proceeding with detailed planning with regard to timing of relocation, finances, temporary relocation options, sites and services for the housing if required, designs for the proposed housing, livelihoods restoration, payment of entitlements, etc. All the project affected slum dwellers will be consulted. The KSDB, KRIDE, and affected slum dwellers or their representatives will enter into an MOU which will govern all aspects of the resettlement process for the Mathikere slum, including agreement on the proposed options, i.e., choice of option 1 (or) 2 for each permanently affected PAH (if required), length of rental allowance for temporarily PAHs, and the utilization of the compensation & Resettlement assistances.

11.5.4.1. Permanent Displacement

In the case of permanent displacement, Slum Dwellers of notified slums are eligible for replacement housing to be provided by the KSDB. The size of the dwelling unit and the dimension of the site to be allotted shall be decided by the Government or the Board based on the availability of sites or dwelling units and the national minimum living standard⁵⁸. Once land has been identified it will be handed over by the Deputy Commissioner (District Administration) to KSDB. The allotment of dwelling units will be

⁵⁸ The minimum standards are set by the state.

Bangalore Suburban Railway Project SIA & RAP Report

performed as per the Karnataka Slum Areas (Improvement And Clearance) Act, 1973, amended on 2002, 2004 and the Karnataka Slum Areas (Improvement And Clearance) Rules, 1975.

Establishment of a residence association would be done in consultation with the resettled families, the RAPPIC consultant will take the lead on this process. The Karnataka Slum Development Board will construct the tenements and handover to eligible dwellers.

The Corridor 2 RAP will specify the following:

- where the land will be allocated, and the size of the property used to construct tenements;
- details on the type of buildings to be developed (high rise/low rise, detached houses Sq. m etc.);
- any maintenance charges to be paid by the PAPs;
- type of ownership to be provided;
- conditions for housing management (i.e. when can these be sold, rented etc.);
- need to establish a resident's association before houses are handed over; and
- any other aspects relevant for PAPs.

The civil construction cost in Bangalore for each flat is INR 6,75,000.00. The fund allocation towards the civil construction cost is illustrated below.

Contribution	Amount (INR)	
	SC/ST Category	Other than SC/ST category
State government	2,00,000.00	1,20,000.00
Central Government	1,50,000.00	1,50,000.00
Beneficiary (slum dweller)	3,25,000.00	4,05,000.00
Total	6,75,000.00	6,75,000.00

The project allocated Rs. 5 lakh (5,00,000.00) as a one-time housing support grant, in addition to the cost of the affected structures for slum dwellers in notified slums, which is shown to be higher than the beneficiary contribution to be paid by the slum dweller.

KRIDE was in the discussion with KSDB the different options that could be offered to affected households in this category. At present the two options under consideration are ⁵⁹

- Option 1: Take 5 lakh and the replacement cost of the structure and opt out of replacement housing provided by KSDB at the relocation site, with the 5 Lakh being paid directly to the slum dwellers.
- Option 2: Take the replacement cost of the structure and receive replacement housing, with the 5 Lakh being paid directly to KSDB to cover the beneficiary contribution to the KSDB for the construction of the new housing at the relocation site.

KRIDE and KSDB, with support from the RAPPIC consultant, will engage the slum dwellers in factors to consider when deciding on an appropriate option and the utilisation of the project assistances and whether this is in a one-off payment or regular disbursements.

As per EIB and World Bank requirements, affected households living in designated slums will also be provided with a shifting allowance and a subsistence allowance to support the transition from one location to the next, in addition to financial literacy training and access to the livelihood restoration

⁵⁹ In addition to any other applicable entitlements (e.g. vulnerable groups) as determined in the consolidated entitlements matrix in Table 54.

Bangalore Suburban Railway Project SIA & RAP Report

process for those that affected economically. Households identified as vulnerable will also be eligible for additional assistance as described in the Entitlements Matrix found in Table 54

11.5.4.2. Temporary Displacement

In the case of temporary displacement, slum dwellers will be provided with a rental allowance to cover the cost of temporary relocation for as long as required, along with other assistance to transfer to a rental property. The number of households affected by temporary displacement impacts and the amount of time they will be displaced for will be confirmed following a 100% census of affected households as part of the Corridor 2 RAP.

In addition to the provision of rental allowance and shifting allowances, the project will also ensure slum dwellers are entitled to additional support (vulnerable allowances) and livelihood restoration measures to help them re-establish their livelihoods in the new location as per their eligibility and vulnerability. as mentioned in the consolidated entitlements matrix in Table 54.

11.5.5. Residential and Commercial Squatters (Non-Titleholders)

Unauthorized settlers (residential squatters) are those residing in unauthorized slums (as opposed to notified slums). Commercial squatters refer to any commercial activity with a permanent presence at a given location (i.e. fixed or semi-fixed structure at the location) that do not have a license or other form of official documentation. This includes shops, kiosks and mobile street vendors considered under a different subsection described below.

As shown in Table 54, residential and commercial squatters will get replacement value for their assets, without depreciation, shifting assistances, along with any other relevant entitlements as determined in the consolidated entitlements matrix such as vulnerable group assistance and support in securing tenure in a new location. Commercial squatters will also get a business loss allowance. Residential and commercial squatters can salvage the materials of structures and get one month notice period for vacating the places after compensation has been paid.

Residential and commercial squatters will also be entitled to additional support according to their vulnerability and livelihood restoration measures as determined in the consolidated entitlements matrix to help them re-establish their livelihoods at a new location.

As part of the implementation process, KRIDE will disburse the compensation payments and will give PAPs one month notice to vacate. Removal of items will be done by PAPs themselves allowing them to salvage materials, while the shifting allowance may be used to cover moving costs. Site clearance is done at a later stage by the contractor once all compensation payments have been made and PAH confirm that they have salvaged all relevant materials.

11.5.6. Non-Licensed Mobile Street Vendors

Non-licensed mobile street vendors potentially present in the area are classified into two sub-categories:

- Mobile street vendors that move regularly from one location to another based on the availability of customers. These can also be referred to as “itinerant” vendors.
- Mobile street vendors that use the same location on a regular basis but who do not have any permanent fixed or semi-fixed structure at that location. This includes floor vendors, mobile carts, and vendors with light equipment that can be dismantled easily at the end of the day.

Bangalore Suburban Railway Project SIA & RAP Report

The first sub-category (itinerant vendors) is not expected to be impacted negatively by the Project due to the itinerant nature of their activities. However, they may be impacted by temporary access issues during construction and not be able to move into areas they usually use to sell goods/services. This group will be eligible for compensation under temporary construction impacts in Table 54 (category XIV). If this group is subject to permanent displacement impacts, they will be eligible for compensation and entitlements as the second sub- category as described below. They will also be targeted by a stakeholder engagement program through which relevant Project information will be disclosed to them prior to the start of construction, including construction start dates, cut-off date, and eligibility criteria. This engagement is seen as key to manage expectations, avoid confusion as to eligibility, and to manage influx to the Project area.

The second sub-category, mobile vendors using the same location, have not been covered in the initial census. Based on recent field survey there were no mobile vendors found in the corridor, but this will be reconfirmed during the final surveys to be conducted as part of the individual corridor RAP preparation. In the event that mobile vendors are identified they will be provided with a business loss allowance and 30-day notice period to vacate the site.⁶⁰

11.5.7. Employees of affected businesses

The preliminary census survey identified 87 employees affected businesses or commercial structures and 02 workers employed in residential units, most of whom are informal employees without contracts. Both formal and informal employees will be eligible for compensation and assistance as determined in the consolidated entitlements matrix.⁶¹ Advance notice will be given to all employees of the closure of businesses and K RIDE will encourage employees to join the construction agencies work force to obtain work on the project during the construction phase.

11.5.8. Community Property Resources

The census survey identified 27 communal property resources impacted by the project, including 2 schools in Corridor 2, religious centres, water tanks and community toilets. The Promoter will work with local authorities to compensate and/or relocate impacted communal property resources and include detailed consultation with relevant stakeholders, including users of the property.

Compensation for the schools has already begun with one school in receipt of compensation and in the process of moving to a new building, which is approximately 160 m away from the affected school building. In addition to the compensation paid, a shifting assistance will be provided. For the second school, the main impact is to sports facilities, with the school requesting the rebuilding of sports infrastructure within the premises or equivalent compensation as per the market rate to re-establish sports facility.

11.5.9. Vulnerable Households

Amongst surveyed households, a total of 217 PAHs belonging to vulnerable category were preliminarily identified, which included 59 PAHs are women headed households, 68 PAHs are below poverty line, 21 PAHs having disability and old age persons. In addition to this, 54 and 15 PAHs belong to Scheduled

⁶⁰ The presence of mobile vendors is likely to be identified in areas around the new stations where fencing and heavy works will take place.

⁶¹ The affected employees under the mentioned category are considered in Clause XIV or the Entitlement Matrix of C&R policy and the benefits as mentioned above will be provided.

Bangalore Suburban Railway Project SIA & RAP Report

Caste and Scheduled Tribes respectively, with both Scheduled Castes and Scheduled Tribes considered as vulnerable group under the provisions of Constitution of India. Additional assistance will be provided to households identified as vulnerable as detailed in Table 54 the Entitlements Matrix. This allowance is payable irrespective of the titles.

11.5.10. Temporary Construction Impacts

Due to the scale and nature of the project, there is the risk that local residents or businesses will face access issues or structures may be damaged during the construction period. The Entitlements Matrix outlined in Table 54 provides measures to residential families or persons who will be provided with continued access to residential properties. This excludes pedestrians and the public. For commercial properties (including both mobile and non-mobile activities), the promoter will ensure continued access to sites or in the case of mobile vendors, an alternative site that offers equal or better commercial opportunities. If access to commercial properties cannot be guaranteed or restrictions resulting in significant loss of income, the Promoter will provide compensation for lost income over the period of temporary disruption. Detailed information on this will be included in the corridor RAPs.

Measures are also included in the Table 54 event of unexpected damage to property/infrastructure during the construction period.

11.6. Entitlements

11.6.1. Calculation of Compensation

The calculation principles of compensation for land, structures, and other assets, follow the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013. Compensation for private land acquisition in BSRP is paid as per the following norms⁶²:

- market value of land determined based on higher of:
 - guidance value of land for registration of sale deeds as per Indian Stamp Act, and
 - average sale price for similar type of land situated in the nearest area or village.
 - market value of buildings and structures on the land as assessed by approved valuers.
- multiplication factor of 1 in urban area and 1.5 to 2 in rural areas.
- solatium @ 100% of market value with applicable multiplication factor.
- additional market value @ 12% p.a. from date of notification to date of award.

To ensure that the cost of all compensation payments and other entitlements remain up to date, all units will be revised by KRIDE, based on Consumer Price Index for Agricultural Labourers (CPIAL) and communicated to the respective officers for making payment as per the revised rates. The values/rates contained in this R&REF will be applicable until March 31, 2023. The updating will be done annually in the month of March and will become effective from the 1st day of April of that year.

Compensation shall be paid to all eligible PAFs as determined in the entitlements matrix before any relocation takes place.

11.6.2. Entitlement Matrix

An Entitlement Matrix has been developed, that summarizes the types of losses and the corresponding nature and scope of entitlements; and is in compliance with National/State Laws, Compensation

⁶² Description on the compensation approach that will be followed for this Project is attached as Annexure I.

and Resettlement Policy for the project (see Annexure F) and environmental and social requirements of EIB Environmental and Social Policy 2022 and World Bank ESF 2022 policies. Table 53 presents the entitlement matrix approved and endorsed by Government of Karnataka according to the KIADA and in alignment with the approved Compensation and Resettlement Policy attached as Annexure F. This matrix addresses all categories of people being affected as per national law.

In addition, Table 54 provides a comprehensive entitlements matrix that covers both national law and the requirements of EIB and the World Bank ESF. This covers the measures presented in Table 53, along with additional measures to bridge gaps in the national legal process and EIB/World Bank requirements. This includes additional measures such as security of tenure in a new location for physically displaced households, financial literacy training and livelihood restoration measures for those that will be economically displaced as a result of the project. The livelihood restoration plan will be defined in each of the corridor RAPs, with support from the RP Implementation consultant who will carry out a needs assessment study developing suitable programs. This is described in more detail in Chapter 12.

11.6.3. Overview of Entitlements (National Requirements)

The table below corresponds to the approved entitlement matrix summarizing the cash compensation and allowances that the different PAP categories are entitled to as presented in the C&R Policy and approved by the Government of Karnataka and presented in Annexure F. The same is tabulated below with the explanatory notes.

Table 53. Entitlement Matrix

Compensation for Land and Structures	
1	<p>Consent Awards (preferred mode)⁶³: The compensation for land and structure in cases of consent awards shall be based on following norms.</p> <ul style="list-style-type: none"> • market value of land determined based on higher of: <ul style="list-style-type: none"> ○ guidance value of land for registration of sale deeds as per Indian Stamp Act, and ○ average sale price for similar type of land situated in the nearest area or village. • market value of buildings and structures on the land as assessed by approved valuers. • multiplication factor of 1 in urban area and 1.5 to 2 in rural area. • solatium @ 100% of market value with applicable multiplication factor.⁶⁴ • additional market value @ 12% p.a. from date of notification to date of consent award.
2	<p>Normal Award⁶⁵: For cases other than consent awards, the compensation shall be determined as per provisions of Karnataka Industrial Area Development Act.</p>
Compensation and Resettlement Entitlement:	

⁶³ Consent award is preferred, if the owner agrees, as this saves time.

⁶⁴ All the elements mentioned here cover transaction costs and replacement cost

⁶⁵ For those who do not accept consent award, the land will be acquired under KIADB Act. Under both consent award and normal award, the same procedures are used for compensation calculation; time savings is the advantage in consent award.

**Bangalore Suburban Railway Project
SIA & RAP Report**

Sl. No	Category	Entitlement
I a.	Owner losing land and residential structure totally (Only owner staying in the premises)	Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and structure; And Shifting allowance: a. Up to 1000 sq. ft. – Rs.25,000 b. 1001 sq. ft. – 1500 sq. ft. – Rs.30,000 c. 1501 sq. ft –Rs 35,000 Inconvenience Allowance: Onetime payment of Rs.70,000 Transitional Allowance: a. Up to 1000 sq. ft. – Rs.1,35,000 b.1001 sq. ft. – 1500 sq. ft. – Rs.1,70,000 c. more than 1501 sq. ft. – Rs.2,05,000 Right to salvage material totally
I b.	Owner losing land and residential structure totally (owner and tenant staying in the same building premises in separate parts)	Same as in I a. (1-5) And Residential Rental Income Allowance in respect of rental area acquired a. Up to 1000 sq. ft. – Rs.1,35,000 b.1001 sq. ft. – 1500 sq. ft. – Rs.1,70,000 c. more than 1501 sq. ft. – Rs.2,05,000
I c.	Owner losing land and residential structure partially but continues to remain in the balance portion of the same premises	Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and structure; And Inconvenience Allowance Onetime payment of Rs.55,000
I d.	Owner losing land and residential structure partially and willing to surrender the same completely to Project Authority.	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). 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. 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.
II a.	Owner losing land and commercial structure totally (owner operating own business in the acquired premises)	Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and structure; And Shifting Allowance: a. Up to 150 sq. ft. – Rs.25,000 b.151 sq. ft. to 300 sq. ft. – Rs.35,000 c. more than 301 sq. ft. – Rs.45,000 Business Loss Allowance:

**Bangalore Suburban Railway Project
SIA & RAP Report**

		<p>a. Average payment of SGST up to Rs.5000 p.m. – Allowance Rs.85,000</p> <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/- Business premises re-establishment allowance: Rs.540 per sq. ft. of area acquired.</p> <p>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>Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and structure; And Business Loss Allowance:</p> <p>a. Average payment of SGST up to Rs.5000 p.m. – Allowance 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/- Right to salvage material</p>
II c.	Owner losing land and commercial structure partially and unwilling to continue in the same premises	<p>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 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. 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>Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and structure; And Commercial Rental Income Allowance</p> <p>a. Up to 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 1501 sq. ft. – Rs.4,00,000</p> <p>d. Right to Salvage material</p>
II e.	Owner losing land and commercial structure partially, but structure fully rented out.	<p>Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and structure; And Commercial Rental Income Allowance, in respect of area acquired</p> <p>a. Up to 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 1501 sq. ft. – Rs.4,00,000</p>

**Bangalore Suburban Railway Project
SIA & RAP Report**

		Right to Salvage material
II f.	Owner losing land and commercial structure fully, commercial activity being run by owner as well as tenant.	<p>Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and structure; And Shifting Allowance:</p> <ul style="list-style-type: none"> a. Up to 150 sq. ft. – Rs.25,000 b. 151 sq. ft. to 300 sq. ft. – Rs.35,000 c. more than 301 sq. ft. – Rs.45,000 <p>Business Loss Allowance:</p> <ul style="list-style-type: none"> a. Average payment of SGST up to 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>Business premises re-establishment allowance; Rs.540 per sq. ft. of area acquired</p> <p>Commercial Rental Income Allowance</p> <ul style="list-style-type: none"> a. Up to 1000 sq. ft. – Rs.2,70,000 b. b.1001 sq. ft. – 1500 sq. ft. – Rs.3,40,000 c. more than 1501 sq. ft. – Rs.4,00,000 d. Right to Salvage material
III	Owner losing land and residential cum commercial structure (both totally)	<p>Consent Award based on mutually agreed market value of land and structures, Or Normal Award as per KIADA for land and structure; And Shifting Allowance:</p> <p>For commercial:</p> <ul style="list-style-type: none"> a. Up to 150 sq. ft. – Rs.25,000 b. b.151 sq. ft. to 300 sq. ft. – Rs.35,000 c. more than 301 sq. ft. – Rs.45,000 <p>For residential:</p> <ul style="list-style-type: none"> a. Up to 1000 sq. ft. – Rs.25,000 b.1001 sq. ft. to 1500 sq. ft. – Rs.30,000 c. more than1501 sq. ft. – Rs.35,000 <p>Inconvenience Allowance: Onetime payment of Rs.70,000</p> <p>Business Loss Allowance:</p> <ul style="list-style-type: none"> a. Average payment of SGST up to 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>5. Business premises re-establishment</p>

**Bangalore Suburban Railway Project
SIA & RAP Report**

		540 per sq. ft. in respect of commercial portion only. 6. Right to salvage material totally.
IV	Owner Losing only land	Consent Award based on mutually agreed market value of land and structures, or Normal Award as per KIADA for land and structure.
V	Tenant ⁶⁶ – Residential (if displaced)	Shifting allowance per tenant single / family tenants Rs.30,000 per family Inconvenience Allowance a. a.Rs.70,000 per tenant family. b. b.Rs.35,000 for tenant single
VI	Tenant – Commercial*	Shifting allowance per tenant: Rs.35,000 Business Loss Allowance: a. Average payment of SGST up to 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 e. Business Premises Reestablishment Allowance (BPRA) per tenant: Rs.540 per sq. ft. * Note: If not displaced, tenant will get BPRA only, and not the other allowances. ⁶⁷
VII	Tenant – Residential cum Commercial*	A. For residential: Shifting allowance per residential tenant Rs.30,000 Inconvenience Allowance: a. Rs.70,000 per tenant family b. Rs.35,000 for tenant single B. For commercial: Shifting allowance per tenant - Rs.35,000 Business Loss Allowance: a. Average payment of SGST up to 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 Business premises re-establishment per tenant: Rs.540 per sq. ft. * Note: If not displaced, tenant will get BPRA only, and not the other allowances.

66 Covers both formal and informal tenants with rent agreements or sufficient proofs.

67 If shops are closed temporarily due to construction related impacts, then the RAPPIC will capture these in the detailed surveys and compensation/ loss of business paid for the closed period.

**Bangalore Suburban Railway Project
SIA & RAP Report**

VIII	Slum Dwellers ⁶⁸	Slum Dwellers families residing in declared slums will get Rs.5,00,000/- as housing support grant.
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 approved valuers without deducting depreciation cost. Shifting allowance Rs.35,000, Subsistence allowance Rs 30000, Business loss Rs 50000
XI	Vulnerable PAHs ⁶⁹	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 ⁷⁰	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 ⁷¹	Unforeseen impacts shall be documented and mitigated based on the principles provided in this package.

11.6.4. Consolidated Entitlement Matrix

The detailed Entitlement Matrix below presents a consolidated version of the R&R Policy matrix including clear references to the number of PAPs in each category, additional compensation and livelihood restoration support measures for each PAP category, and explanatory notes to ensure better clarity. The current entitlement and compensation framework presented here is based on the preliminary anticipated losses associated with the Project based on the preliminary census. KRIDE is therefore committed to revising the entitlements and livelihood restoration measures as required based on the results of the detailed surveys and consultation during the individual corridor wise RAP documents.

As stated, the compensation and allowances provided to commercial and residential titleholders (See Section 11.5.3 above) as per the national law largely align with the requirements of EIB and the World Bank. The only additional entitlements to be provided to bridge the gap between national and international requirements will require all titleholders to be eligible for the following:

⁶⁸ This is in addition to the other housing grants provided by the Central and State Governments. In addition to this, they will be eligible for other allowances like squatters. In case of temporary relocation, they will be eligible for rental allowance, shifting allowance and subsistence allowance as in the case of squatters. See Table 54 for full description of entitlements for both permanent and temporary displacement.

⁶⁹ This is for titleholder & non - titleholder PAHs

⁷⁰ Squatter commercial defined under item X is intended only for the commercial squatters located in the non-notified slum areas. The commercial squatters running business located outside of non-notified slums will be compensated as per item XII. The non-notified slum areas affected by the project are identified in Annexure H. Any PAPs in areas outside of those presented in Annexure H will be Resettled under Category - XII

⁷¹ Mobile vendors and others who suffer temporary and permanent impacts during construction period will be covered under this, based on the surveys conducted.

**Bangalore Suburban Railway Project
SIA & RAP Report**

- Fund management support such as counselling, micro plan preparation, financial literacy, linkages with government schemes and banks etc.
- Assistance in the identification of alternative housing/commercial property.
- Assistance to KSDB in providing Security of tenure and registration of the property (in the names of both spouses for married couples).
- Access to livelihood restoration measures for those that are impacted by economic displacement as per Chapter 12. This includes training and skill development, linkages with employment agencies/ organizations etc.

Apart from the above, there is a divergence, which can be seen between the compensation and allowances to be provided under national law as opposed to international standards for all categories of residential and commercial non-titleholders (vulnerable and non-vulnerable), temporary impacts and affected employees. Table 54, therefore, provides details of the approved measures under national law, along with the additional entitlements to be provided to align all categories of affected persons with international standards. Table 54 is based on available information and includes all measures that will be further investigated and finalised in each of the corridor RAPs.

All groups of affected persons will be included in the stakeholder engagement process to ensure they are fully informed about impacts, eligibility and their right to entitlements including compensation.

Table 54. Consolidated Entitlement Matrix & LR Measures

Sl. No	Category	# of PAHs ⁷²	Entitlement (as per Table 53)	Additional support and livelihood restoration measures to meet International Standards
NON-TITLEHOLDERS				
VIII	Slum Dwellers (if permanently displaced)	Nil	For permanent displacement only: Slum Dwellers families residing in declared slums will get Rs.5,00,000/- as housing support grant.	<p><u>OPTION 1</u>⁷³</p> <p>Physical Displacement Additional Support :</p> <ul style="list-style-type: none"> • Shifting Allowance <ul style="list-style-type: none"> ○ Up to 150 sq. ft. – Rs. 25,000 ○ 151 sq. ft. to 300 sq. ft. – Rs 35,000 ○ More than 300 sq. ft. – Rs. 45,000 • One-time financial assistance based on valuation of structure by approved valuer subject to a minimum of Rs 25,000/- (or) Property valuation without deducting depreciation to be based on principles of replacement cost, whichever is higher • Inconvenience Allowance: Onetime payment of Rs. 35,000 <p>Commercial Displacement Additional Support</p> <ul style="list-style-type: none"> • One-time financial assistance based on valuation of structure by approved valuer subject to a minimum of Rs 25,000/- (or) Property valuation without deducting depreciation to be based on principles of replacement cost, whichever is higher • Shifting Allowance <ul style="list-style-type: none"> ○ Up to 150 sq. ft. – Rs. 25,000 ○ 151 sq. ft. to 300 sq. ft. – Rs 35,000

⁷² These numbers are preliminary and will be revised during preparation of RAPs

⁷³ Option 1: Take 5 lakh and the replacement cost of the structure and opt out of replacement housing provided by KSDB at the relocation site, with the 5 Lakh being paid directly to the slum dwellers.

Sl. No	Category	# of PAHs ⁷²	Entitlement (as per Table 53)	Additional support and livelihood restoration measures to meet International Standards
NON-TITLEHOLDERS				
				<ul style="list-style-type: none"> ○ More than 300 sq. ft. – Rs. 45,000 ● Business Inconvenience Allowance: Onetime payment of Rs. 35,000 ● Business premises re-establishment at the rate of Rs. 540 per sq. ft in respect of commercial portion only. <p><i>Supporting Measures and Livelihood Restoration (Permanent Displacement):</i></p> <ul style="list-style-type: none"> ● Fund management support such as counselling, micro plan preparation, financial literacy, linkages with government schemes and banks etc. ● All slum dwellers can salvage materials from affected assets, in case of permanent relocation. ● Assistance in the identification of alternative commercial premises. ● Assistance to KSDB in providing Security of tenure and registration of the commercial property. ● Access to livelihood restoration measures as per chapter 12. This includes training and skill development, linkages with employment agencies/ organizations etc.

Sl. No	Category	# of PAHs ⁷²	Entitlement (as per Table 53)	Additional support and livelihood restoration measures to meet International Standards
NON-TITLEHOLDERS				
				<p><i>OPTION 2⁷⁴</i></p> <p><i>Physical Displacement Additional support:</i></p> <ul style="list-style-type: none"> • Shifting Allowance <ul style="list-style-type: none"> ○ Up to 150 sq. ft. – Rs. 25,000 ○ 151 sq. ft. to 300 sq. ft. – Rs 35,000 ○ More than 300 sq. ft. – Rs. 45,000 • Inconvenience Allowance: Onetime payment of Rs. 35,000 <p><i>Economic Displacement Additional support :</i></p> <ul style="list-style-type: none"> • Shifting Allowance <ul style="list-style-type: none"> ○ Up to 150 sq. ft. – Rs. 25,000 ○ 151 sq. ft. to 300 sq. ft. – Rs 35,000 ○ More than 300 sq. ft. – Rs. 45,000 • Inconvenience Allowance: Onetime payment of Rs. 35,000 • Business Inconvenience Allowance: Onetime payment of Rs. 35,000 <p><i>Supporting Measures and Livelihood Restoration (Permanent Displacement):</i></p> <ul style="list-style-type: none"> • Community development support to help transition from slum to formal housing.

⁷⁴ Option 2: Take the replacement cost of the structure and receive replacement housing, with the 5 Lakh being paid directly to KSDB to cover the beneficiary contribution to the KSDB for the construction of the new housing at the relocation site. In the event of residential cum commercial displacement, the calculation of Residential cum Commercial (Economic) category for Non – Titleholders, the resettlement for the same will be considered & provided in both the categories, i.e., the commercial space will be calculated under Economic displacement & the residential space will be calculated under Physical displacement.

Sl. No	Category	# of PAHs ⁷²	Entitlement (as per Table 53)	Additional support and livelihood restoration measures to meet International Standards
NON-TITLEHOLDERS				
				<ul style="list-style-type: none"> • Fund management support such as counselling, micro plan preparation, financial literacy, linkages with government schemes and banks etc. • All slum dwellers can salvage materials from affected assets, in case of permanent relocation. • Assistance in the identification of alternative residential premises. • Assistance to KSDB in providing Security of tenure and registration of the residential property (in the name of both spouses in the case of families). Access to livelihood restoration measures as per chapter 12. This includes training and skill development, linkages with employment agencies/ organizations etc.
VIII	Slum Dwellers (if temporarily displaced)	Up to 109	-	<p>Physical Displacement Additional Support</p> <ul style="list-style-type: none"> • Shifting Allowance (2 times: up & down); <ul style="list-style-type: none"> ○ Up to 150 sq. ft. – Rs. 25,000 ○ 151 sq. ft. to 300 sq. ft. – Rs 35,000 ○ More than 300 sq. ft. – Rs. 45,000 • Inconvenience Allowance: Onetime payment of Rs. 35,000 • Rental Assistance (for the complete duration) - Rs. 8,000/month⁷⁵ • The property will be rehabilitated to its earlier or better than before, if required; <p>Economic Displacement Additional Support</p>

⁷⁵ The estimated cost is Rs. 8000/month, but this will depend on family size and will be reassessed and confirmed in the RAP based on the principles that households will be in properties that are of similar or better condition to the ones they have been temporarily moved from.

Sl. No	Category	# of PAHs ⁷²	Entitlement (as per Table 53)	Additional support and livelihood restoration measures to meet International Standards
NON-TITLEHOLDERS				
				<ul style="list-style-type: none"> • Shifting Allowance (2 times: up & down); <ul style="list-style-type: none"> ○ Up to 150 sq. ft. – Rs. 25,000 ○ 151 sq. ft. to 300 sq. ft. – Rs 35,000 ○ More than 300 sq. ft. – Rs. 45,000 • Inconvenience Allowance: Onetime payment of Rs. 35,000 • Rental Assistance (for the complete duration) - Rs. 8,000/ month • Business premises re-establishment 540 per sq. ft in respect of commercial portion only. • The property will be rehabilitated to its earlier or better than before, if required; <p><i>Supporting Measures and Livelihood Restoration (temporary displacement):</i></p> <ul style="list-style-type: none"> • Community development support to help transition from slum to formal housing. • Fund management support such as counselling, micro plan preparation, financial literacy, linkages with government schemes and banks etc. • Assistance in the identification of alternative temporary commercial premises. • Assistance to KSDB in providing Security of tenure and registration of the residential property (in the name of both spouses in the case of families).

Bangalore Suburban Railway Project
SIA & RAP Report

Sl. No	Category	# of PAHs ⁷²	Entitlement (as per Table 53)	Additional support and livelihood restoration measures to meet International Standards
NON-TITLEHOLDERS				
				<ul style="list-style-type: none"> • Access to livelihood restoration measures as per chapter 12. This includes training and skill development, linkages with employment agencies/ organizations etc.⁷⁶
IX	Squatter (Residential)	147 ⁷⁷	<p>Cost of structure based on valuation by approved valuer without deducting depreciation cost.</p> <p>Shifting allowance Rs.30,000/-</p> <p>Subsistence Allowance Rs.30,000</p>	<p>Permanent physical displacement):</p> <ul style="list-style-type: none"> • One-time financial assistance based on valuation of structure by approved valuer subject to a minimum of Rs 5,000. Property valuation without deducting depreciation to be based on principles of replacement cost.⁷⁸ • Inconvenience Allowance: Onetime payment of Rs. 30,000 <p>Supporting Measures and Livelihood Restoration (permanent and temporary displacement):</p> <ul style="list-style-type: none"> • Fund management support such as counselling, micro plan preparation, financial literacy, linkages with government schemes and banks etc. • Assistance in the identification of alternative residential premises. • S. • Access to livelihood restoration measures as per chapter 12. This includes training and skill development, linkages with employment agencies/ organizations etc.

⁷⁶ Depends on whether they can temporarily shift the business. The LR assistance should be proportional to the loss so if the loss is temporary and costs are covered by the allowances some simple training would be sufficient.

⁷⁷ The location of the affected households is given in Annexure H.

⁷⁸ This entitlement is not exactly additional but it is a clarification of the entitlement "Cost of structure based on valuation by approved valuer without deducting depreciation cost" in previous column i.e. **Entitlement (as per Table 53)**

Sl. No	Category	# of PAHs ⁷²	Entitlement (as per Table 53)	Additional support and livelihood restoration measures to meet International Standards
NON-TITLEHOLDERS				
X	Squatter (Commercial)	Nil	<p>Cost of structure based on valuation approved valuers without deducting depreciation cost.</p> <p>Shifting allowance Rs.35,000,</p> <p>Subsistence allowance Rs 30000,</p> <p>Business loss Rs 50000</p>	<p>Resettlement (permanent economic displacement):</p> <ul style="list-style-type: none"> One-time financial assistance based on valuation of structure by approved valuer subject to a minimum of Rs 5,000. Property valuation without deducting depreciation to be based on principles of replacement cost.⁷⁹ Inconvenience Allowance: Onetime payment of Rs. 30,000 Business premises re-establishment Rs. 540 per sq. ft in respect of commercial portion only. <p>Supporting Measures and Livelihood Restoration (permanent and temporary displacement):</p> <ul style="list-style-type: none"> Fund management support such as counselling, micro plan preparation, financial literacy, linkages with government schemes and banks etc. Assistance in the identification of alternative commercial premises. Access to livelihood restoration measures as per chapter 12. This includes training and skill development, linkages with employment agencies/ organizations etc.
XII	Persons running business on public land without title excluding mobile vendors	Nil	Business Loss Allowance: Rs. 85,000	<p>Additional support</p> <ul style="list-style-type: none"> One-time financial assistance based on valuation of structure by approved valuer subject to a minimum of Rs. 5,000/- Property valuation without deducting depreciation to be based on principles of replacement cost.

⁷⁹ This entitlement is not exactly additional but it is a clarification of the entitlement “Cost of structure based on valuation by approved valuer without deducting depreciation cost” in previous column i.e. **Entitlement (as per Table 53)**

Bangalore Suburban Railway Project
SIA & RAP Report

Sl. No	Category	# of PAHs ⁷²	Entitlement (as per Table 53)	Additional support and livelihood restoration measures to meet International Standards
NON-TITLEHOLDERS				
				<ul style="list-style-type: none"> Shifting allowance Rs.35,000, <p>Supporting Measures and Livelihood Restoration (permanent and temporary displacement):</p> <ul style="list-style-type: none"> Fund management support such as counselling, micro plan preparation, financial literacy, linkages with government schemes and banks etc. Assistance in the identification of alternative commercial premises. Access to livelihood restoration measures as per chapter 12. This includes training and skill development, linkages with employment agencies/ organizations etc.
New	Mobile and semi-mobile street vendors using the same location regularly ⁸⁰	Nil (as per current assessment no vendors have been identified)	No entitlements defined	<p>Additional support</p> <ul style="list-style-type: none"> 30-day notice period. Business Loss Allowance: Rs. 85,000/ Assistance in finding a new site for operations.
New	Employees/ workers of affected residential/ commercial structures that may be displaced due to the project's impacts. ⁸¹	89	No entitlements defined	<p>Additional support</p> <ul style="list-style-type: none"> Inconvenience/ subsistence Allowance: Onetime payment of Rs. 25,000 Advance notice to all employees/workers of the closure of businesses.

⁸⁰ This includes all categories of non-titleholder mobile vendors described under Section 11.5.6

⁸¹ This includes both employees with and without a contract.

Bangalore Suburban Railway Project
SIA & RAP Report

Sl. No	Category	# of PAHs ⁷²	Entitlement (as per Table 53)	Additional support and livelihood restoration measures to meet International Standards
NON-TITLEHOLDERS				
				<ul style="list-style-type: none"> • KRIDE to encourage employees to join the construction agencies work force in order to obtain work on the project during the construction phase. • Access to livelihood restoration measures as per chapter 12. This includes training and skill development, linkages with employment agencies/ organizations etc.
OTHER ENTITLEMENTS				
XI	Vulnerable PAHs (regardless of tenancy status)	217	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).	NA
XIII	Common Property resources		Project authority will compensate / replace for affected portion of schools, hospitals, parks, religious structures, etc.	Ensure users of these structures have continued access to community facilities or to suitable alternatives in consultation with relevant associations, community representatives, users, etc.
XVI	Any other impact not identified		Unforeseen impacts shall be documented and mitigated based on the principles provided in this package. ⁸²	NA
New	Temporary Construction Impacts	To be assessed	No entitlements defined.	<ul style="list-style-type: none"> • Continued access to all areas during the construction phase including the establishment of alternative access paths. • Compensation for inconvenience if residential property owners cannot access their properties.

⁸² Unforeseen impacts during construction will be covered by 10% contingency budget.

Bangalore Suburban Railway Project
SIA & RAP Report

Sl. No	Category	# of PAHs ⁷²	Entitlement (as per Table 53)	Additional support and livelihood restoration measures to meet International Standards
NON-TITLEHOLDERS				
				<ul style="list-style-type: none"> • Compensation for loss of income if commercial property owners cannot access their properties. This is to include compensation for loss of income during the period, along with assistance in finding new location to conduct business in the case of mobile vendors. • Compensation for any damage to structures because of construction activities: <ul style="list-style-type: none"> ○ Actual cost of repairs 100% solatium on the actual cost of repairs (this is for the time and efforts to be spent on repairs/ reconstruction).

Chapter 12. Institutional Framework

12.1. Background

The implementation of Resettlement Action Plan (RAP) requires involvement of various institutions at different stages of project cycle. This section deals with roles and responsibilities of various institutions for successful implementation of the RAPs. As per the RFCTLARR Act, the implementation of rehabilitation and resettlement is the responsibility of project proponent. However, the Act does not clearly mention about the implementation of rehabilitation and resettlement process at the project level. In order to implement and monitor RAP effectively, a Social Management Unit (SMU) will be constituted in KRIDE headed by Special Deputy Commissioner (a Karnataka Administrative Service officer). The roles, responsibilities and other details pertaining to RAP implementation team is explained in subsequent sections.

12.2. Implementing Agency (IA)

K-RIDE is a Joint venture of Government of Karnataka and the Ministry of Railways. It has been created to boost “Rail Infrastructure Projects” in the state of Karnataka on the principle of cooperative federalism. Currently, the joint venture has been mandated with the critical responsibility of executing the flagship Bengaluru Suburban Rail Project (BSRP) and two large doubling projects. Headquartered in Bangalore, K-RIDE aims to become a benchmark in executing Rail based infrastructure projects in an agile, innovative and qualitative manner.

KRIDE is headed by the Chairman supported by a full time Managing Director (MD), MD will be in charge of the overall project activities and will facilitate land acquisition, capacity building and development and implementation of RAPs. The KRIDE will be responsible for coordinating with other concerned government departments, RAP Preparation and Implementation Consultant (RAPPIC), and R&R Supervision Consultant for land acquisition, development, planning and implementation of RAP which will include the disbursement of compensation, assistance, shifting and relocation of affected people. The KRIDE will be accountable to both Government of India and Government of Karnataka (i.e. the EA) for the implementation of the RAP.

12.3. Land Acquisition Unit

The Land required for the project 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 and “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 within the city and from the outskirts of the city to commercial and industrial centers in efficient and sustainable manner.

Land acquisition is being done by the Special Land Acquisition Officer (SLAO), KIADB based on the engineering design drawings approved and handed over by KRIDE. The special land acquisition officer will fix the compensation as per KIADA, as mentioned under the Legal Frameworks. The replacement cost of the affected buildings/structures would be estimated by the engineering section of the KIADB and the cost for loss of agriculture and horticulture would be prepared by the respective departments

on request of SLAO. However, no impacts on agriculture or horticulture or on crops are foreseen by the project.

The Special Land Acquisition Officer is supported by Managers, Case Workers, Land Acquisition Staff etc. The special Land Acquisition Officer will pass the land acquisition award as per KIAD Act and the compensation and resettlement assistances will be paid by KRIDE Social Management Unit based on the entitlement matrix of the RPF. Approval of Compensation towards the land as well as structures will be approved by the Special Land Acquisition Officer, KIADB. The flow chart of organization setup for land acquisition unit is shown in figure below.

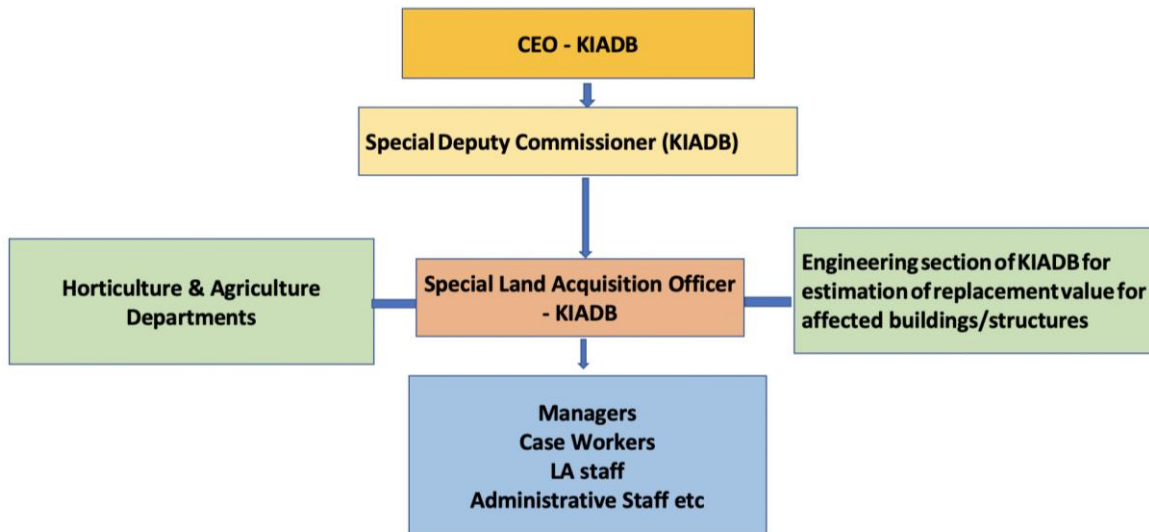


Figure 19: Organisation Setup of Land Acquisition Unit

12.4. Social Management Unit Social Management Unit

KRIDE will set up a Social Management Unit (SMU) which shall coordinate with the SLAO KIADB on land acquisition and undertake the resettlement and rehabilitation activities and stakeholder consultation and involvement. The SMU will have a Senior Social Development Expert as the focal point of the SMU. This SMU would be supported by a RAP Preparation and Implementation Consultant (RAP-PIC). The roles and responsibilities of SMU are given below;

- Development of four corridor wise RAPs based on the revalidation of the census and socio-economic survey and on completion of land acquisition activities.
- Implementation of R&R activities of BSRP;
- Land acquisition and R&R activities in the field;
- Ensure availability of budget for R&R activities;
- Liaison with SLAO, KIADB and district administration for support for land acquisition and implementation of R&R;
- Monitor land acquisition and progress of R&R implementation;
- Develop and implement a public consultation program and communication strategy for disclosure of RAP;
- Liaison with district administration for government's income generation and development programs for the PAPs;
- Monitor physical and financial progress on land acquisition and R&R activities;
- Provide support for the affected persons on problems arising out of LA/ property acquisition
- Slum dweller inter agency coordination
- KSDB will do the any temporary/ permanent relocation of slum dwellers in coordination with K-RIDE

Special Deputy Commissioner would be the administrative head of the SMU. A Senior Social Development Expert (SSDE) with educational background of post-graduation in Social Work or Sociology will be appointed in SMU as full time by KRIDE to assist Special Deputy Commissioner. A Resettlement and Rehabilitation Officer (RRO) with background of social science would be appointed (full time) in this

SMU to supervise and monitor overall activities of resettlement implementation and consultation with project affected people and other stakeholder and he/she will report day to day progress to SSDE. A civil engineer with a background of building valuation would be appointed to verify and approve the valuation of the non-titleholder, which would be prepared by the RAPPIC. The KRIDE may hire more professionals if necessary, during project implementation to support the SSDE. The flow chart of organization setup for SMU is shown in Figure below.

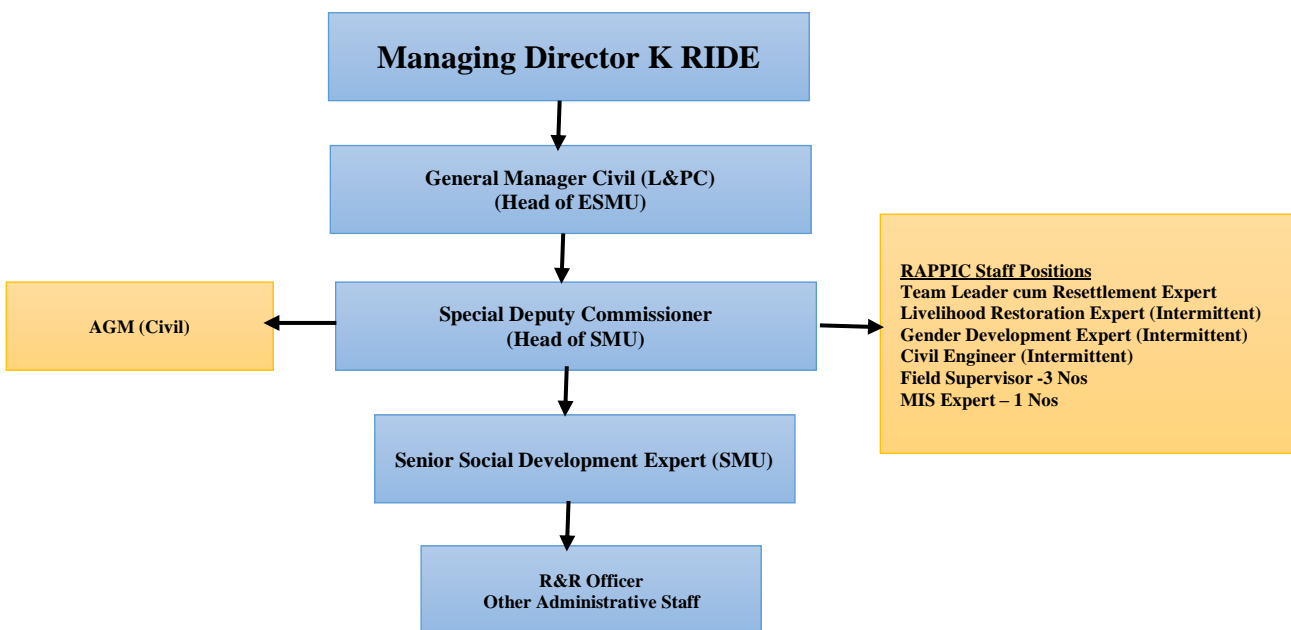


Figure 20: Organization Setup of Social Management Unit

The duties of Senior Social Development Expert will involve but are not limited to:

- Reporting to Special Deputy Commissioner (SDC);
- Support the special DC to management of Social Management Unit;
- Management all community/field related tasks in the field office;
- Review of community development plan based on mitigation proposed in RAP in coordination with RAPPIC;
- Implement community engagement strategy and oversee all community liaison related matters;
- Manage the grievance mechanism set up for the project affected areas;
- Oversee implementation and monitoring of RAP;
- Establish a monitoring and evaluation plan and other tools established such as the grievance register, commitment register and consultation register;
- Provide reports to General Manager for onward submittal to Managing Director, K RIDE and Lenders.

The duties of R&R Officer will involve but are not limited to:

- Reporting to Senior Social Development Expert;
- Supervise and monitor overall activities of RAP & SEP;
- Perform community engagement;

- Provide liaison between community development program measures and implementing partner-agency, if any;
- Manage arising community matters;
- Perform monitoring and evaluation to track progress of implementation of mitigation measures and assess if progress and performance of mitigation actions being undertaken by the K RIDE to ensure objectives are met. Liaise with appropriate K-RIDE personnel to ensure that grievances are tracked, reported and responded accordingly as necessary.

The duties of the Civil Engineer will involve but are not limited to:

- Verify the structure valuation prepared by the RAPPIC;
- Guide and provide technical assistance to the structure affected PAPs on re-establishing the affected buildings utilizing the salvaged materials.
- Support the Special DC to address the grievance of the structure affected PAPs.

The implementation activities will be scheduled as per the overall project implementation and included in individual RAPs for each section. All activities related to the land acquisition and resettlement will be planned to ensure that compensation is paid prior to displacement and commencement of civil works. Public consultation, internal monitoring and grievance redress will be undertaken intermittently throughout the project duration.

12.5. Rehabilitation and Resettlement Award

At the outset the RAPPIC would develop a micro plan for titleholders and non-titleholder in line with the entitlement matrix of the project. The draft micro plan submitted by the RAPPIC would be reviewed by the SMU. The micro plan would contain the name and address of the PAP, type of impact, R&R benefits, etc. After 15 days of the review the PAPs would be called for a hearing by the Special DC, the PAPs should have to submit the proof (documents) required for substantiating their claim during the hearing and based on the hearing the special DC would finalize the micro plan and submit to MD, KRIDE for approval. The Special Deputy Commissioner will pass a separate Resettlement and Rehabilitation Award listing the names of displaced persons and their entitlements in accordance with the entitlement matrix of the project and make the payment to the bank account of the PAPs through electronic clearance system (ECS) on approval of the micro plan by MD KRIDE. Flow chart of the resettlement process is given below:

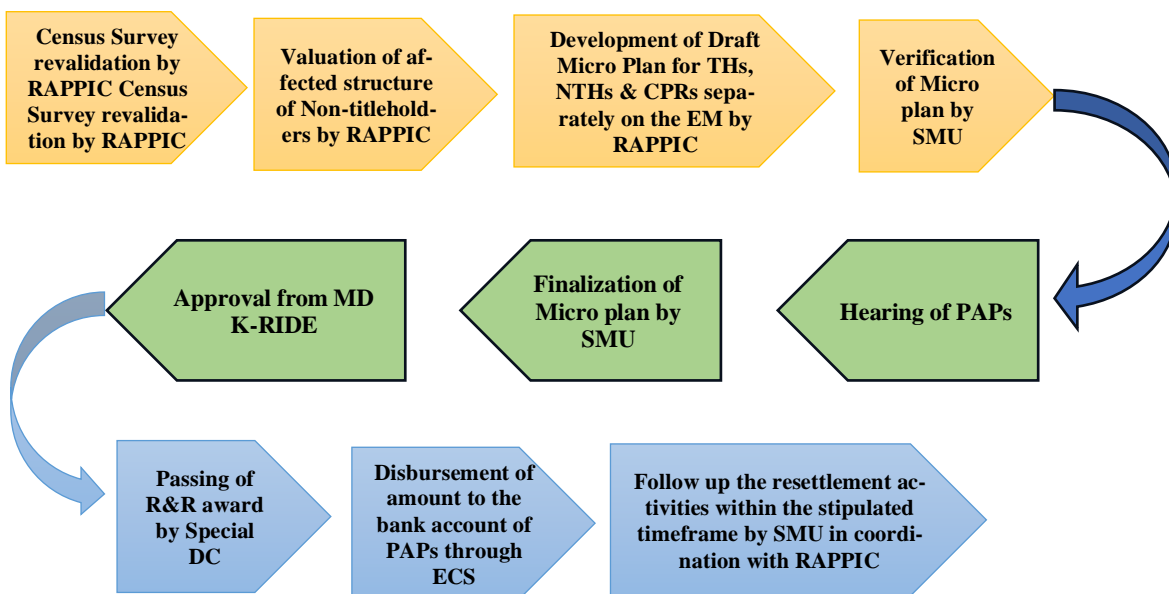


Figure 21: Flow Chart of the Resettlement Process

12.6. RAPPIC (During Implementation and Post Resettlement Phase)

A RAP Preparation and Implementation Consultant (RAPPIC) plays a very crucial role in implementation of resettlement and rehabilitation activities. The RAPPIC will be appointed by KRIDE for an initial period of 03 years to extend implementation support to KRIDE in the form of assisting affected families/persons during relocation. The responsibilities of RAPPIC will be assisting IA in (i) conducting regular consultations (i) preparation of database of affected structures, families, persons, (ii) verification of database through field survey, (iii) preparation of micro plan including the replacement cost for the lost assets of the non -titleholders (iv) issue of identity cards (v) preparation of Income Restoration plan (vi) improve monitoring system, (vii) capacity building of implementation staffs, (viii) regular follow up implementation activities and other relevant activities. The RAPPIC will be supervised by SDDO, SMU.

RAPPIC's services are also required during post resettlement phase. The KRIDE would appoint an experienced consultant (Implementation of resettlement plans in linear land acquisition projects) as RAPPIC for providing services to KRIDE to implement the resettlement action plan.

12.7. Grievance Redressal Committee (GRC)

An efficient grievance redressal mechanism (GRC) will be developed to assist the PAPs resolve their queries and complaints. Grievances of PAPs will be first brought to the attention of field level staffs (engineers) of PIU and R&R officers SMU. Grievances not redressed by the staffs (field level) will be brought to the GRC. The composition of the proposed GRC will have representatives from PAPs, women representative, Project Director (PIU), Sr.SDO, SMU of IA, NGO representative, representative of local body, and Land Acquisition Officer (LAO). The main responsibilities of the GRC are to: (i) provide support to PAPs on problems arising from land/property acquisition; (ii) record PAPs grievances, categorize, and prioritize grievances and resolve them; (iii) immediately inform the PIU and SMU of serious cases; and (iv) report to PAPs on developments regarding their grievances and decisions of the GRC. GRC will be accessible to all PAPs including illiterate PAPs. Other than disputes relating to ownership rights under the court of law, GRC will review grievances involving all resettlement benefits, compensation, relocation, replacement cost and other assistance. When any grievance is brought to the field level staff, it should be resolved within 15 days from the date of complaint. The GRC will meet every month (if grievances are brought to the Committee), determine the merit of each grievance, and resolve grievances within a month of receiving the complaint—failing which the grievance will be referred to appropriate court of law for redressal. Records will be maintained of all grievances received including: contact details of complaint, date the complaint was received, nature of grievance, agreed corrective actions and the date these were affected, and final outcome. AFW and KFD shall be informed of any grievance submitted by PAPs or PAPs representative(s). A flow chart of grievances redressal is indicated in Figure below.

12.8. Grievance Redressal Mechanism

An efficient grievance redressal mechanism will be established to assist the PAPs and resolve their queries and complaints. The GRC addresses only 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 can be dealt in court. More details on grievance redress committee are given in subsequent section.

12.8.1. Need for a Grievance Redressal Mechanism

GRM is a key tool through which local communities and other stakeholders exercise their voice. They are a way to mitigate, manage, and resolve potential or realized negative impacts, and to ensure that the project proponent (KRIDE) meet their obligations in terms of international human rights law. GRM enables project proponent to learn about and resolve concerns related environmental and social aspects including implementation of mitigation measures, ensuring workers and community health and safety, payment of compensation, resettlement and rehabilitation, restoration of loss of livelihood activities, assistance to the vulnerable people, replacement of common property resources, etc., as stated in the Environmental Management Plan (EMP) & Resettlement Action Plan (RAP) before they escalate. GRMs should permit a peaceful and timely resolution of problems, assuring stakeholders that their concerns have been heard and that the institutionalized mechanism will yield a fair and impartial outcome.

12.8.2. Grievance Redressal Mechanism in the BSRP Project

The land acquisition for the project is being done by the special land acquisition officer, Karnataka Industrial Areas Development Board (KIADB), Bangalore as per the KIAD Act. KIAD Act as Competent Authority in addressing land and property ownership issues. All grievances related environmental and social issues (implementation of EMP measures & compensation for land and resettlement assistance) will be addressed by the General Manager (Land & Project Co-ordination), K RIDE. Grievances received at the corporate office of K RIDE, will be sorted according to subject matter and will be informed the respective offices/agencies to resolve it.

Grievance redress will be carried out at two levels: namely first level and the appellate level. Grievances of affected persons will be first brought to the attention of K RIDE (through contractor, Environmental and Social Field Officers of K RIDE, Environmental Monitoring Consultant, Resettlement Plan Implementation Consultant, etc.) and land acquisition office, KIADB. At this level, the time taken to address a matter may vary from 15 days to one month, depending on the matter. Land related cases take longer than one week as it may require providing legal documents, change of alignment or dropping the properties from acquisition etc. All these matters require consultation with planning and design section, before a decision can be reached, thus the process can extend up to a month.

In cases where the affected person is not satisfied with the decision of the land acquisition office or the field level office / corporate office of the K RIDE, the person can approach the Grievance Redress Committee (GRC). The GRC will convene within 15 days of receiving the matter. The grievance redress process is given in Figure below. The composition of the GRC is:

- ❖ Director (Projects and Planning), Chairman
- ❖ General Manager (L & PC), Convener
- ❖ General Manager (F & A), Member
- ❖ Chief Public Relations Officer, Member
- ❖ Tahsildar, Member
- ❖ Community Representative (PAP - Male), Member
- ❖ Community Representative (PAP – Female), Member
- ❖ Team Leader of RAPPIC, Member
- ❖ Team Leader of Environmental Monitoring Consultant, Member

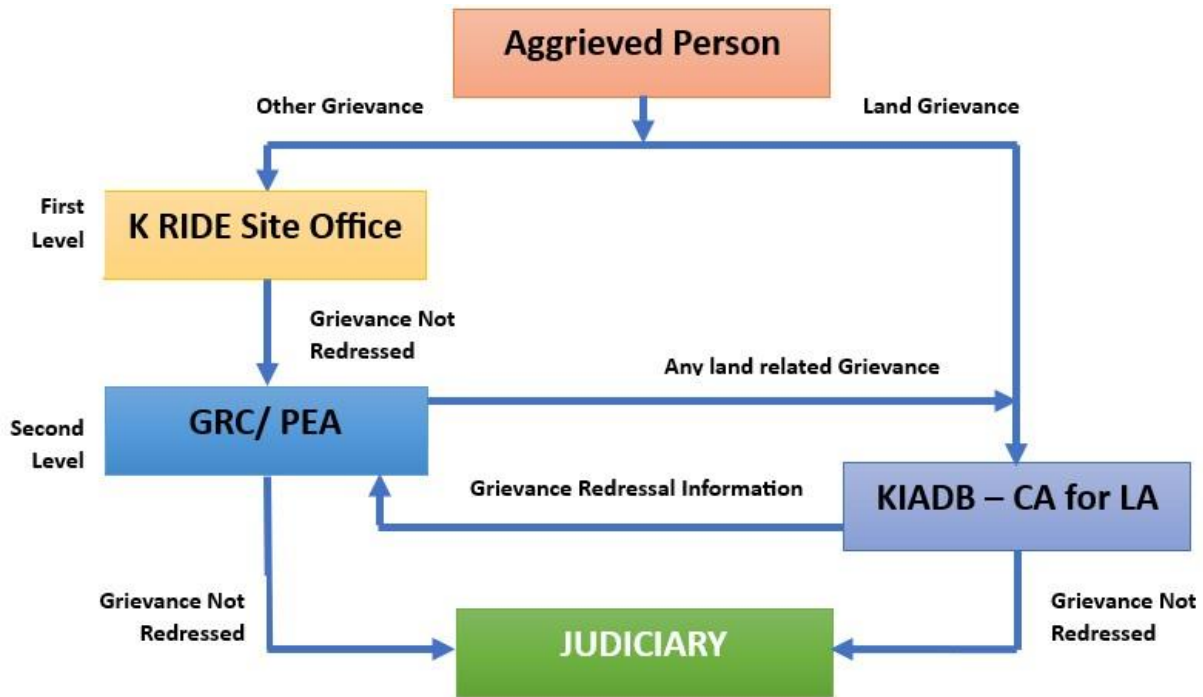


Figure 22: Grievance Redress Process

The main responsibilities of the GRC are:

- to provide support to affected persons on problems arising out of eligibility provided entitlements compensation and assistance provided;
- to record the grievance of the disadvantage community & PAPs and resolve them within the stipulated time frame;
- to report to the aggrieved parties about the development regarding their grievances and decision of K RIDE;
- address problems and complaints arising out of land acquisition and relocation of utilities;

12.8.3. Registration of Grievances

The GRM will be established and implemented for the redressal of grievances related to the project. Grievances can be submitted as a written application in English or Kannada at the K RIDE field office, corporate office, or to the land acquisition officer. Careful documentation of the name of the complainant, date of receipt of the complaint, address/contact details of the person, location of the problem area, and how the problem was resolved will be undertaken. The Project Management Unit (PMU), K RIDE will have the overall responsibility for timely grievance redress on environmental & social safeguards issues and for registration of grievances, related disclosure, and communication with the aggrieved party. The aggrieved person also has the option of opting for judicial review/intervention by the courts at any point in time.

The project may be established a grievance redressal cell at PMU headed by a Public Relation Officer solely responsible for handling the grievance of the people. The team will be responsible for directing the aggrieved person to the concerned official through appropriate mode of communication. On receiving any complaints, a unique number may be generated (MIS based) which will be the reference number for the caller, and s/he can trace the progress of his/her grievance / query through that number. Any complaint lodged will be addressed within 15 days of receiving the complaint. The system may have escalation matrix, i.e. if the grievance / query remains unattended or there is no response from the concern officer for a specified period of time than the system will escalate the grievance / query to the next level and the notification will be sent to the Public Relation officer and the petitioner.

The project will also commit itself to proactive disclosure and sharing of information with the key stakeholders, including the communities/beneficiaries. The environmental monitoring and resettlement plan implementation consultants (would be appointed by KRIDE) staff will be responsible for assisting illiterate community members and other stakeholders in registering their grievances.

The Grievance Redressal Mechanism for BSRP is in the pipeline of approval and the same will be made available in both online & offline modes. The process of mechanism will also be disclosed in the official website.

12.8.4. Process Flow of Grievance Redressal Mechanism

The grievance redress mechanism will be planned around the following process flow.

Step 1: Grievance is received by the redressal officer at field level or PMU and the officer will enter the details of the complainant.

Step 2: A confirmation will be sent through auto generated SMS, with a reference number to the person on receipt of the complaint.

Step 3: Once the complaint is registered, the concerned officer/consultants will receive an SMS notification, with a deadline of 15 days to resolve the grievance. The public relation officer will monitor the complaint status by option of choosing the following actions:

- a) View (Complaint will be viewed)
- b) Action (what are the actions that have been taken to resolve the complaint)
- c) Assign / forward (the action will be forwarded)
- d) Resolve (The Problem is solved in the stipulated timeperiod)
- e) Escalate (The complaint will be escalated to the appropriate authority)

Step 4 - Taking Action: A window of 15 days will be provided to the field level officers of K RIDE/consultant/Contractors site representative concerned to resolve the issue and submit their responses. In case of non-response, SMS alert will be issued to remind the officers about the action pending.

Step 5 - Resolving the grievance: Once the grievance is addressed and updated information is placed in the software, the grievance is labelled as resolved. An SMS will be accordingly issued to the complainant. If any grievance is not resolved within 15 days an SMS alert will be issued to the Public Relation Officer, PMU and the concerned officer will take appropriate action (elevate the same for the consideration of GRC) to solve the grievance.

Meetings and decision-making process of the committee: It is suggested that grievance committee shall meet regularly (at least twice in a month) on a pre-fixed date. The committee will fix responsibilities to implement the decisions of the committee. This will not only help proper assessment of the situation but also in suggesting corrective measures at the field level itself. The committee shall deliver its decision within seven days of the sitting.

12.8.5. Functions of GRC

12.8.5.1. Field Level Complaint Handling System

The complaints received from community members and other stakeholders of any concerns or complaints, or grievances should be taken up in the grievance redressal process. The concerned officer should maintain a register of all petitions received with details of date of receipt of the petition, the date of hearing, if any, date when it was considered by the committee, along with nature of

complaint/concern, action taken, and date of communication sent to petitioner. Communication in writing should be sent to the aggrieved person about the date, time and venue of the GRC sitting and make it known that s/he is entitled for personal hearing and that representation through the proxy will not be entertained. Communication will also be sent through Environmental & Resettlement Plan Implementation Consultants so as to ensure that the petitioner is informed about the date of GRC sitting.

Copies of petitions received 1-week prior to the committee's sitting should be sent to the Chairman and the member along with an explanatory note from appropriate authority and/or environmental and resettlement plan implementation consultants, as the case may be, to enable the Chairman and member to scrutinize the petitions in detail. Petitions received during the week of the committee's sitting, shall be taken up during the sitting and resolved.

12.8.5.2. Response Time

The GRC will hear grievances once in 15 days. The GRC will inform the complainant of their decision within three days of the hearing of the grievance.

There is no cost involved in approaching the project authorities or the GRC in registering grievances. The grievance redress mechanism is accessible to not only the affected persons, but the community as a whole.

Detail address of Grievance Redressal Officer is given below.

Rail Infrastructure Development Company (Karnataka) Ltd.,

"Samparka Soudha", 1st Floor, (Opp. Orion Mall),

Dr. Rajkumar Road, Rajajinagar 1st Block,

Bengaluru – 560 010,

Karnataka.

E-mail: md@kride.in (or) hrkride@gmail.com

Contact Number: 080 – 24482800 Extn: 710

12.8.6. GRM during Covid-19 & Omicron Pandemic Situation

Covid-19 and Omicron pandemic has severely affected the global economy from the year 2020 onwards. Many countries-imposed lockdown to regulate the spreading of the virus to its people. Still the situation is grim where many countries are fighting against it. Recently World Health Organisation has cautioned the world on increasing cases in European and Central Asia countries. Again, spreading of Covid-19 or Omicron viruses cannot be ruled out in India. In such cases, if lockdown imposed by State Govt., project authority should come up with mechanism to receive the grievances in online and address the same through either telephone discussions or virtual meetings.

12.9. Community Participation During Project Implementation

The effectiveness of the resettlement action plan (RAP) is directly related to the degree of continuing involvement of those affected by the project. Several additional rounds of consultations with PAPs will form part of the project implementation. Consultations during resettlement plan implementation will involve providing support for PAPs to receive compensation and resettlement and rehabilitation assistances. Another round of consultation will occur when compensation and assistance are provided. During public consultations, issues related to land acquisition, compensation, income restoration, employment generation, information flow, grievance redress, safety, role of administration etc. will be discussed. The RPF addresses all issues raised during public consultation and recommends institutional strengthening measures as well. The following set of activities will be undertaken for effective implementation of the RAPs to be prepared:

- Project Implementation Unit (PIU) will conduct information dissemination sessions in the project area and solicit the help of the local community/ leaders and encourage the participation of the PAP's in RAP development and implementation.
- Consultation and focus group discussions will be conducted with the vulnerable groups like women, families of BPL, Scheduled Castes to ensure that the vulnerable groups understand the process and their needs are specifically taken into consideration.
- The Project Authority will organize public meetings and will appraise the communities about the progress in the implementation of project works and payment and assistance paid to the community. Regular update of the program of resettlement component of the project will be placed for public display at the project offices.
- Taking into consideration the risks of HIV/AIDs during the project construction period and road safety issues.
- Lastly, participation of PAPs will also be assured through their involvement in various local committees. PIU and field offices will maintain an ongoing interaction with PAPs to identify problems and undertake remedial measures.

12.10. Capacity Building

The staff of PIU, NGO and the staff of SMU, who are involved in LA and R&R will require to be familiar with land acquisition procedures and EIB's Safeguards policy requirements. In order to build the capacity of the PIU and the SMU, an orientation and training in resettlement management at the beginning of the project will be undertaken. The training activities will focus on issues concerning (i) existing laws, policies and guidelines on land acquisition, rehabilitation and resettlement, (ii) principles and procedures of land acquisition, (iii) public consultation and participation, (iv) entitlements and compensation disbursement mechanisms, (v) grievance redressal and (vi) monitoring of resettlement operation.

Chapter 13. Compensation & Resettlement Costs

13.1. Background

This chapter presents a consolidated overview of budget and the cost estimates. The budget is indicative, and costs will be updated and adjusted to the inflation rate as the project continues and during implementation. However, the final compensation amount for the land acquisition and structures will be determined by the Competent Authority (Special Land Acquisition Officer, KIADB). The compensation as per RTFCTLARR Act 2013 will be paid by the SLAO, KIADB, however the R&R assistance and replacement value of the affected structures of the non-titleholders (as per the EM) would be paid by the KRIDE office.

13.2. Budgeting and Financial Plan

The financial plan for the project will essentially include making budget provisions under the following broad heads. KRIDE commits to adjusting the costs of compensating affected people, delivering livelihood restoration and implementing the RAP following the development of the four corridor wise RAPs and the identification of final impacts and need for enhanced compensation and livelihood restoration assistance. K-RIDE will revise this budget once the final entitlements and compensation are revisited, and after the detailed surveys and preparation of RAPs.

13.3. Compensation for Loss of Land and Structure

Land Cost: Project will require acquisition of land for developing of BSRP structures including route alignment, station building and construction depots. Hence the project will need to provide compensation for land acquired from legal titleholders, from other government departments. Major proportion of land required for the proposed suburban rail project is under the ownership of Indian Railways. However, about 58.37 Ha of land is to be acquired from private ownership. Land Acquisition in this project would be done as per the KIAD Act, however the compensation for loss of private land will be given as per Schedule-I of RTFCTLARR Act, 2013.

Structure Costs: On account of land acquisition, the project will cause loss of structures (details provided under Chapter 4 of this report) for which compensation will need to be paid to affected families (both titleholders and non-title holders alike). Compensation for loss of structure of legal titleholder will be given as per Schedule-I of RTFCTLARR Act, 2013. The compensation for the affected structures of the non-titled holders would be paid as per the entitlement matrix (replacement value without depreciation).

13.4. Resettlement & Rehabilitation (R&R) Cost

Budget provisions under this head will meet direct expenses made on account of various R&R benefits proposed to be provided to affected families and persons as per the entitlement matrix of the project.

13.5. Preparation of RAPs, R&R Implementation and M&E Costs

KRIDE will require to engage an external consultant for implementation of R&R activities. Similarly, an independent evaluation agency is proposed to be engaged for monitoring and evaluation purposes. Related costs will be met from budget provisions made under this head.

13.6. Land and Structures Compensation

Compensation for loss of private land and structures has already been considered in capital cost of project documents prepared by RITES, hence it is not included in the budget.

13.7. R&R Benefit Costs

The budget for this project is based on data and information collected during census and socio-economic surveys conducted in February – July 2022 and the unit rates are provisional sums. R&R benefits are proposed to be provided in addition to compensation. The cost for implementation of Resettlement and Rehabilitation Plan is given below. The total cost for R&R implementation plan is INR 500 million.

13.8. Source of Funding and Fund Flow

KRIDE, executing and implementing agency for BSRP, will provide adequate funds for compensation for land and structure cost and for the cost of resettlement assistance and RAP development and implementation including livelihood restoration plan, stakeholder engagement plan, gender action plan. The executing agency will ensure timely availability of funds for smooth development of corridor wise RAPs and for implementation of the RAP.

13.9. Cost For Resettlement & Rehabilitation

Compensation for loss of private land and structures has been presented as an estimated lumpsum amount in this budget. The budget presented below is an estimate of land compensation, additional rehabilitation and resettlement assistance for the project displaced families, cost for implementation of SEP, GAP and cost of engaging the RR implementation and monitoring consultant. This budget is for whole project, including all corridors. This budget will be updated on once the surveys are updated and confirmation of alignment of compensation framework with international standards. The preliminary R&R budget is given in the table below.

Table 55. Resettlement & Rehabilitation Budget

S.No.	Description	Quantity	Rate, ₹	Amount, Million ₹
	Compensation			
1	Land and Structures Compensation (private Land)	1	LS	250
2	PAHs - Residential (TH&NTH)	270		
a	Shifting Allowance	270	30000	8.1
b	Inconvenience Allowance	270	70000	18.9
c	Transitional Allowance	270	170000	45.9
d	loss of Residential Rental Income	166	170000	28.22
3	PAHs - Commercial (TH&NTH)	66		0
a	Shifting allowance	66	35000	2.31
b	business loss allowance	66	170000	11.22
c	Business premises reestablishment allowance	66	100000	6.6
d	Commercial Rental Income	62	340000	21.08
4	PAHs- Residential cum Commercial (TH&NTH)	35		0
a	Shifting Allowance	35	35000	1.225
b	Inconvenience allowance	35	70000	2.45

Bangalore Suburban Railway Project
SIA & RAP Report

c	Business loss allowance	35	170000	5.95
d	Business premises reestablishment allowance	66	100000	6.6
5	PAHs - Unsurveyed (TH&NTH)	165		0
a	Shifting Allowance	165	30000	4.95
b	Inconvenience Allowance	165	70000	11.55
c	Transitional Allowance	165	170000	28.05
d	Any other allowances for unsurveyed PAHs	1	LS	25
6	PAHs - Tenants – Residential	166		0
a	Shifting Allowance	166	30000	4.98
b	Inconvenience Allowance	166	70000	11.62
7	PAHs - Tenants – Commercial	62		0
a	Shifting Allowance	62	35000	2.17
b	Business loss allowance	62	170000	10.54
c	Business Premises Reestablishment Allowance	62	100000	6.2
8	PAHs - Employees	64	100000	6.4
9	Slum Dwellers			0
a	Housign support grant	110	500000	55
b	Shifting Allowance	110	35000	3.85
c	Transitional Allowance	110	170000	18.7
d	Rental Allowance	110	100000	11
e	Additional Housing Support Grant	110	500000	55
10	PAHs - Vulnerable Households	217	50000	10.85
11	Replacement of Common Property resources	27	500000	13.5
	Gender Action Plan			
12	Implementation of Gender Action Plan	1	LS	5
	Livelihood Restoration plan			
13	Implementation of Livelihoods Restoration Plan	1	LS	15
14	Skill Development Training	1	LS	5
	Operational Costs			
15	Engagement of RAPPIC (Development of 4 RAPs and Implementation support)	1	LS	75
16	Engagement of External M&E Consultants	1	LS	15
17	Engagement of Mid-Term and Final Audit Consultants	1	LS	10
18	Unforeseen Impacts	1	LS	50
	Contingency			
19	Contingencies/ unforeseen items	1	LS	85
	TOTAL			697.915
	Say			700

The budget is indicative and will change as per the quantum of impacts, as the RAP is developed. The Compensation costs for land and assets are included in this budget; the actuals will be computed by the revenue department/ land acquisition officer of K-RIDE.

Chapter 14. Development & Implementation Schedule

14.1. Background

Planning, surveying, assessing, policy development, institutional identification, PAFs/PAPs participation, establishment of GRC, income restoration plan (IRP) and implementation are typical activities of RAP. While these activities have discrete components that can be put on a timeline, there is a close inter relationship of each activity to the whole implementation. The breakdown of each activity according to a specific time frame has been provided in the Implementation Schedule. It is further cautioned that specific situation may require an increase in time, allotted to a task. Such situations may be caused due to many factors such as local opposition, seasonal factors, social and economic concerns, training of support staff and financial constraints. Implementation schedule will require detailed coordination between the project authorities and various line departments. Implementation plan has been spread over 15 quarters land acquisition and RAP implementation would be done within first 6 quarter. About 6 months' time is provided for preparation of each RAP. A simplified summary of the operational aspects of the implementation plan will be prepared when the project starts. However, the sequence may change as delays occur due to circumstances beyond the control of the project.

14.2. Corridor wise RAPs Development

The corridor wise RAP development process is given below:

- Consultation will be conducted in each of the corridors before RAPPIC conducts surveys for RAP preparation
- The SMU of K-RIDE with assistance from RAPPIC will make inroads in areas where there was resistance to surveys and develop rapport with PAHs. The senior management of K-RIDE will take lead in this by engaging local leaders.
- The SMU of K-RIDE with the assistance of RAPPIC conduct several Stakeholder Engagement activities with the PAHs and build rapport with them.
- Disclosure of Entitlement Matrix and Provisions for addressing the Gaps on the website and local offices of K-RIDE
- A copy of the Entitlement Matrix and Provisions for addressing the Gaps will be shared in local language with all the PAHs.
- The Grievance Redress Mechanism will also be explained in details to all the PAHs
- All the PAHS will be informed that it is necessary to conduct survey and prepare RAP for disbursement of compensation and R&R assistance including any livelihood restoration, skill development and other assistance.
- The survey schedule will be intimated to the PAHs in advance.
- If some PAHs could not participate in the survey for some reasons, they will be given another chance by conducting survey for the missing/ absent PAHs once again.
- Based on the surveys conducted all the impacts will be noted and PAHs will be identified.
- The RAP will be prepared in consultation with the PAHs.
- The RPF including the additional provisions will be used for calculating the entitlements. If there are any impacts, which are not listed in the RPF, then K-RIDE will provide for appropriate entitlements in the principles and spirit of the RPF and duly complying with the Lenders requirements.
- The PAHs will be fully engaged by the SMU and RAPPIC team in preparing Micro Plans for each PAH.
- The RAPs will be approved by K-RIDE and submitted to the Lenders for approval.

14.3. RAP Implementation Process

The implementation of RAP will consist of four major stages:

- 1) Identification of Cut-off Date (CoD) and notification for land acquisition as per Karnataka Industrial Areas Development Act 1966 (KIADA). For non- titleholders the cut-off date for proposed project shall be from the completion of Census and assets inventory of persons affected by the project.
- 2) Verification of properties of PAFs/PAPs and estimation of their type and level of losses.
- 3) Preparation of list of PAFs/PAPs for relocation/rehabilitation.
- 4) Information on acquisition/relocation/assistance to PAPs and their rights
- 5) Relocation and rehabilitation of the PAPs.
- 6) Monitoring and Social assistance including readjustment

14.4. Timing of Resettlement

The resettlement process must be completed by the start of civil works on the particular corridor. Requisite procedure will be developed by the KRIDE to carry out resettlement of PAPs located within Corridor of Impact (CoI), before the civil work starts on any section of the project. All activities related to the land acquisition and resettlement shall be planned to ensure that 100% compensation is paid prior to displacement and the affected people will be given at least 1 to 4 months of notice to vacate their property before civil work begins. Stretches which are free of encroachment and other encumbrances will be handed over first to the contractor.

14.5. Implementation Schedule

The period for implementation of RAP has been taken as approximately one year. However, consultations, grievance redressal mechanism, monitoring and evaluation will continue throughout the project period. The R&R activities of proposed project are divided in to three broad categories based on the stages of work and process of implementation. The details of activities involved in these three phases are project preparation phase, RAP implementation phase and Monitoring and Evaluation (M&E) phase.

RAP can be prepared within 3 months of the finalization of Designs. Implementation of each RAP can take from 6 months to 18 months (more when livelihood restoration is involved). However, this timeline is excluded for Corridor – 2 and the timeline for Corridor – 2 shall be within a period of 2 months. If it involves temporary relocation and returning to original dwellings, then this depends on the civils works completion of that section of the corridor.

The period for implementation of RAP would follow the finalization of designs. As a priority Corridor approach is being followed, the RAP preparation and implementation would need to follow the same approach. As all packages are not taken up concurrently, the RAP preparation and implementation may take about 2 to 3 years. This means RAPs would follow more or less the design finalization schedule. However, consultations, grievance redressal mechanism, monitoring and evaluation will continue throughout the project period. The R&R activities of proposed project are divided in to three broad categories based on the stages of work and process of implementation. The details of activities involved in these three phases are project preparation phase, RAP implementation phase and Monitoring and Evaluation (M&E) phase.

14.6. Project Preparatory Stage (Pre-Implementation Stage)

Following preparation of the four corridor-wise RAPs, setting up relevant institutions for the resettlement activities will be the major task during the preparatory stage which is pre implementation phase. The major activities to be performed in this period include establishment of SMU and additionally, the GRC needs to be appointed at this stage.

14.7. RAP Implementation Stage

Once developed and approved the four RAPs will be disclosed to the PAPs. Upon the approval of RAP, all the arrangements for fixing the compensation and the disbursement needs to be done which includes payment of all eligible assistance; relocation of PAPs; initiation of economic rehabilitation measures; site preparation for delivering the site to contractors for construction and finally commencement of the civil work. Internal monitoring will be the responsibility of IA which will start in early stage of the project when implementation of RAP starts and will continue till the completion of the implementation of RAP. IA will be responsible for carrying out the monitoring on half yearly basis.

14.8. RAP Development and Implementation Schedule

RAP development and implementation schedule for compensation and R&R activities in the proposed project including various sub tasks and timeline matching with civil work schedule is prepared and presented in the table below:

Table 56. Foreseen Implementation Schedule

Description of Activity	Start Dates for			
	Corridor – 1	Corridor – 2	Corridor – 3	Corridor – 4
SIA / RPF Disclosure	April-June 2024			
Onboarding of RAPIC	August 24			
Consultations with Communities and PAPs	Jan 25	Sep -24	Mar 25	Oct 24
Census and Socio-Economic Survey of the Project Affected Persons (PAPs)	Mar 25	Oct 24	Jun -26	Nov 24
Preparation of RAP	Jul 25	Dec 24	Sep 26	Jan 25
Approval of RAP by EIB and KfW	Nov 25	Jun25	Jan -26	Jul– 25
Issue of ID Cards to PAPs	Jan 26	Sep 25	Mar 26	Oct 25
Disbursement of Compensation Payments	April 26	Aug 25	Jun-26	Jan 26
Relocation of PAPs (if required)	June 26	Oct	Sep 26	Apr 26
Monitoring and Evaluation of RAP Implementation	upto 1 year from the date of relocation			
Environmental and Social Audit	Periodically in every quarter			

These are the basic assumptions that will underpin the development of the corridor wise RAPs:

- Activities related to social management will go through different phases which include preparation of draft and final resettlement action plan, public consultations and information disclosure, and disclosure of resettlement plans, land acquisition, payment of compensation and other assistance, grievance redress etc. The resettlement related activities, specifically payment of compensation, will be completed prior to the commencement of civil works. All activities related to

assessment of losses and payment of compensation will be completed before project site is handed over to the contractor and the commencement of the civil work constructions. No physical or economic displacement of affected persons will occur until full compensation is paid to at replacement cost and K-RIDE will ensure that compensation is paid prior to the commencement of civil works.

- The RAP preparation and implementation schedule will be synchronized with the civil works implementation schedule.
- The contractor needs to start the work immediately after award of contract, in the stretches/sites where there is government land available. For this, K-RIDE will provide a strip plan to the contractor with the details of sites and locations where land is readily available, without any encumbrances.
- The bid documents will specify the extent of unencumbered land to be handed over at the time commencement of works and subsequent milestones during which the acquired land will be handed over.
- K-RIDE will strictly follow this land handing over schedule and ensure that land is provided on a timely basis to the contractors. K-RIDE will also plan implementation of RAP in line with procurement and civil work time-table.
- K-RIDE will initiate the land acquisition process at the earliest to complete the same and hand over the un-encumbered land to the contractor in time to start work at the earliest.
- The GC and RAP Monitoring and Evaluation Consultants will certify the status of payment of compensation before taking over the land and hand over to the contractor.
- No resettlement implementation will take place until RAPs are developed and approved by EIB and KfW.
- No construction activities and displacement of PAHs will take place before payment of compensation and resettlement and rehabilitation assistance and supplementary provisions and implementation of RAPs.

Chapter 15. Monitoring & Evaluation

15.1. Introduction

Monitoring and Evaluation are critical activities in involuntary resettlement. Monitoring involves periodic checking to ascertain whether activities are progressing as per schedule while evaluation is essentially to assess the performance of PAPs from time to time and at the end of the project. For this purpose, a monitoring and evaluation (M&E) program is required to be developed to provide feedback to project management which will help keep the programs on schedule and make them successful. Monitoring and Evaluation of R&R gives an opportunity to the implementation and the funding agency to reflect broadly on the success of the basic R&R objectives, strategies and approaches. However, the objective of conducting M&E is to assess the efficiency and efficacy in implementation R&R activities, impact and sustainability, drawing lessons as a guide to future resettlement planning.

Monitoring will give particular attention to the project affected vulnerable groups such as scheduled castes, scheduled tribes, BPL households, women headed households, widows, old aged and the disabled. RAP implementation will be monitored both internally and externally. KRIDE will be responsible for internal monitoring through their field level officers of Social Management Unit and will prepare quarterly reports on the progress of RAP implementation. K-RIDE will hire an External RAP Monitoring and Evaluation Consultants for regular quarterly monitoring and evaluation An Independent Evaluation Agency may be hired by KRIDE for mid and end term evaluation of RAP implementation.

15.2. Internal Monitoring

The internal monitoring for RAP implementation will be carried out by KRIDE. The main objectives of internal monitoring are to:

- measure and report progress against the RAP schedule;
- verify that agreed entitlements are delivered in full to affected people;
- identify any problems, issues or cases of hardship resulting from the resettlement process, and to develop appropriate corrective actions, or where problems are systemic refer them to the management team;
- monitor the effectiveness of the grievance system
- periodically measure the satisfaction of project affected people.

Internal monitoring will focus on measuring progress against the schedule of actions defined in the RAP. Activities to be undertaken by the KRIDE will include:

- Liaison with the Land Acquisition team, construction contractor and project affected communities to review and report progress against the RAP;
- Verification of land acquisition and compensation entitlements are being delivered in accordance with the RAP;
- Verification of agreed measures to restore or enhance living standards are being implemented;
- Verification of agreed measures to restore or enhance livelihood are being implemented;
- Identification of any problems, issues, or cases of hardship resulting from resettlement process;
- Through household interviews, assess project affected peoples' satisfaction with resettlement outcomes;
- Collection of records of grievances, follow up that appropriate corrective actions have been undertaken and that outcomes are satisfactory;

Monitoring is a continuous process and will be carried out by field level officers of Social Management Unit on regular basis to keep track of the R&R progress. For this purpose, the indicators suggested have been given in Table below:

Table 57. Indicators For Monitoring of RAP Progress

Indicators	Parameters Indicators
Physical	Extent of land acquired Number of structures dismantled Number of land users and private structure owners paid compensation Number of households and persons affected Number of households purchasing land and extent of land purchased Number of PAPs receiving assistance/compensation Number of PAPs provided transport facilities/ shifting allowance Extent of government land identified for house sites
Financial	Amount of compensation paid for land/structure Cash grant for shifting outsees Amount paid for training and capacity building of staffs Amount spent for skill upgradation and income restoration activities
Social	Area and type of house and facility at resettlement site PAPs knowledge about their entitlements Communal harmony Morbidity & mortality rate Taken care of vulnerable population Women concern
Economic	Entitlement of PAPs-land/cash Number of business re-established Utilization of compensation House sites/business sites purchased Successful implementation of Income Restoration Schemes
Grievance	Number of community level meeting Number of GRC meetings Number of cases disposed by IA to the satisfaction of PAPs Number of grievances referred and addressed by GRC Cases of LA referred to court, pending and settled

Socio-economic survey and the land acquisition data provide the necessary benchmark for field level monitoring.

Monitoring will give particular attention to the project affected vulnerable groups such as scheduled castes, scheduled tribes, BPL households, women headed households, widows, old aged and the disabled. RAP implementation will be monitored both internally and externally. KRIDE will be responsible for internal monitoring through their field level officers of Social Management Unit and will prepare quarterly reports on the progress of RAP implementation. K-RIDE will hire an External RAP Monitoring and Evaluation Consultants for regular quarterly monitoring and evaluation. An Independent RAP Audit Consultants will be hired by KRIDE for mid-term and end term final audit of RAP implementation.

15.3. Independent Evaluation

As mentioned earlier, an Independent Evaluation Agency (IEA) may be hired by KRIDE for mid and end term evaluation. The external evaluation will be carried out to achieve the following:

- Verify results of internal monitoring,
- Assess whether resettlement objectives have been met, specifically, whether livelihoods and living standards have been restored or enhanced,

- Assess resettlement efficiency, effectiveness, impact and sustainability, drawing lessons as a guide to future resettlement policy making and planning, and
- Ascertain whether the resettlement entitlements were appropriate to meeting the objectives, and whether the objectives were suited to affected persons' conditions,

This comparison of living standards will be in relation to the baseline information available in the BSES. If some baseline information is not available then such information should be collected on recall basis during the evaluation.

The following should be considered as the basis for indicators in monitoring and evaluation of the project. The list of impact performance indicators suggested to monitor project objectives is delineated in Table below.

Table 58. Indicators For Project Outcome Evaluation

Objective	Risk Factor	Outcomes and Impacts
<p>The negative impact on persons affected by the project will be minimized.</p> <ul style="list-style-type: none"> - Persons losing assets to the project shall be compensated at replacement cost. - The project- affected persons will be assisted in improving or regaining their standard of living. - Women will be identified and assisted in improving their standard of living - Vulnerable groups will be identified and assisted in improving their standard of living 	<p>Resettlement plan implementation may take longer time than anticipated</p> <ul style="list-style-type: none"> - Institutional arrangement may not function as efficiently as expected - NGO may not perform the task as efficiently as expected - Unexpected number of grievances - Finding a suitable rehabilitation site for displaced population - PAPs falling below their existing standard of living 	<p>Satisfaction of land owners with the compensation and assistance paid</p> <ul style="list-style-type: none"> - Type of use of compensation and assistance by land owners - Satisfaction of structure owner with compensation and assistance - Type of use of compensation and assistance by structure owner - % of PAPs adopted the skill acquired through training as only economic activity - % of PAPs adopted the skill acquired through training as secondary economic activity - % of PAPs reported increase in income due to training - % PAPs got trained in the skill of their choice - Role of RAPPIC in helping PAPs in selecting trade for skill improvement - Use of productive asset provided to PAPs under on time economic rehabilitation grant - Type of use of additional assistance money by vulnerable group - Types of grievances received - No. of grievances forwarded to GRC and time taken to solve the grievances - % of PAPs aware about the GRC mechanism - % of PAPs aware about the entitlement frame work mechanism - PAPs opinion about RAPPIC approach and accessibility

15.4. Reporting Requirements

KRIDE will be responsible for supervision and implementation of the RAP. KRIDE will prepare quarterly progress reports on resettlement activities and submit a copy to Lenders. The Independent RAP Audit Consultants will submit draft and final reports after each audit to KRIDE and Lenders and determine whether compensation has been duly provided to entitled PAPs and resettlement and rehabilitation goals have been achieved, and importantly whether livelihoods and living standards have been restored/ enhanced and suggest suitable recommendations for improvement. Submission of the draft report would be carried out after completion of assignment and the final report should be submitted after receiving feedback from KRIDE and Lenders.

Annexures

(Issued as a separate volume)

--00—00—00—