



## CHENNAI METRO RAIL PROJECT- PHASE II – CORRIDOR 5

### SOCIAL IMPACT ASSESSMENT / RESETTLEMENT PLAN

#### EXECUTIVE SUMMARY

##### A. PROJECT DESCRIPTION

1. Chennai is located on the Coromandel Coast of the Bay of Bengal and is divided into four broad regions: North, Central, South and West. The city is expanding quickly along the Old Mahabalipuram Road and the Grand South Trunk Road (GST road) in the south and towards Ambattur, Koyambedu and Sriperumbudur in the West. Large-scale urbanization in IT/ITES and industrialization with the rapid growth of vehicular population has laid severe stress on the urban transport system in the city. As a result, the travel speed of traffic in Chennai City in the morning peak hour becomes less than 30 km/hr in the inner city

2. City level transportation demand is catered predominantly by Metropolitan Transport Corporation buses (MTC), Intermediate Public Transport System (IPT) in the form of shared services along major arterials and Commuter Rail System including elevated MRTS. The usage of private modes is increasing unabated mainly due to inadequate public transport facilities. Also, **Chennai Metro** Rail project **Phase – I** covers a transportation network of 45 Km which consists of two corridors both elevated and underground i.e. Corridor-1 from Washermenpet to Airport (23 Km), and Corridor -2 from Chennai Central to St. Thomas Mount (22 km).

3. With a view of developing effective and efficient mass transit in addition to the existing road-based bus transportation and Phase-I Metro rail, the Government of Tamil Nadu has decided to implement Phase-II Metro rail lines. One of the Phase II lines is Corridor 5 from Koyambedu Market Metro to Sholinganalur Metro covering a length of 28.3 km including 29 stations.

##### B. LAND ACQUISITION AND RESETTLEMENT

4. For the project, 163,875.5 sq mts land will be acquired permanently, of which 108,282.5 sq mts are government land and 55,593 sq mts of land is private. In addition to this 288,492 sq mts of land will be acquired temporarily, (149172 sq.mt from CMBT to Puzhuthivakkam stations and another 139320 sq.mt for Puzhuthivakkam to Elcot stations) from Chennai Corporation and State Highways Department. There is no impact on 288492 sq.mt of land temporarily acquired from Greater Chennai Corporation and State Highways Department. Both the departments have handed over the land to CMRL. The right of way (ROW) of those roads is 24 to 30 meters. The acquired land will be handed over back to the department concern after two years. There is no Project affected persons impacted in the right of way.

5. The proposed project is likely to have an impact on 2245 structures, out of which 647 are partially affected residential structures and 1203 are fully affected residential structures. 93 commercial structures are partially affected whereas 88 commercial structures are fully affected. It is further found that 99 structures are partially affected residential cum commercially affected structures meanwhile 21 are fully affected residential cum commercial structures. 85 are partially affected and 9 fully affected other structures like temples, hospitals, schools, community centres, etc.

6. The proposed corridor is likely to have a partial and full impact on 2245 Title holders' families and 19 Non-title holders' families consisting of 7339 project affected



persons. Out of the 2245 affected families, 181 families are residentially affected in which 88 will be displaced. 1850 families are commercially affected in which 1203 will be displaced. As far as residential cum commercial is concerned, out of 2245 families, 120 families are affected whereas 21 is identified to be replaced. In other's category, 94 families are affected in which 9 will be displaced. There are 983 project affected families identified as vulnerable households whereas 171 assets are identified as affected Common Property Resources.

7. To expedite land acquisition on time, Land Acquisition Rehabilitation and Resettlement Unit (LARRU) has been constituted within CMRL. This LARRU is headed by a District Revenue Officer and supported by three Deputy Collectors and Tahsildar(s)

### **C. CONSULTATIONS**

8. During census and socio-economic survey, consultations were held through onsite discussion with likely project affected persons (PAPs) as well as the general public at the identified station locations for Corridor-5. During public consultations, issues related to land acquisition, compensation, income restoration, employment generation, information flow, grievance redressal were discussed with the communities. One public consultation was held at Sholinganallur on 27<sup>th</sup> October 2017 with 17 participants. Another consultation on 4<sup>th</sup> January 2020 with 233 participants, an afternoon session on the same day with 265 participants and another consultation meeting on 22<sup>nd</sup> January 2020 was held with 124 participants. 8 Focus Group Discussions (FGDs) were organized during 2019 with 51 participants. 12 consultation meetings were held at CMRL office with 133 participants during 2019.

### **D. POLICY AND LEGAL FRAME WORK**

9. A Resettlement Policy framework has been prepared to address social safeguard principles of MDBs and RFCTLARR Act 2013 enacted by the Government of India and Tamil Nadu Acquisition of Land for Industrial Purpose Act 1997. It describes the approach agreed by Implementing Agency CMRL and Multilateral Development Banks (MDBs) namely AIIB, and ADB. An Entitlement Matrix has been prepared to include compensation for land and assets, structures, loss of income; assistances for resettlement. The entitlements have been designed to improve upon the settlement awarded to the affected persons in Chennai Metro Phase 1.

### **E. COMPENSATION AND ENTITLEMENT**

10. The land acquisition for this project is proposed as per Tamil Nadu Acquisition of Land for Industrial Purpose Act 1997, as followed in Phase 1 Metro project and the process of acquisition will be as per RFCTLARR Act, 2013. Compensation for land will be awarded by negotiation and resettlement assistances by CMRL Policy. If the affected person is unwilling to negotiate, compensation for land, as well as resettlement assistances, will be awarded as per RFCTLARR Act, 2013.

11. The replacement value of houses, buildings and other immovable properties will be determined based on the latest PWD Standard Schedule of Rates (SSR) without depreciation. For title holders, the cutoff date for eligibility is the date of issue of newspaper notification of acquisition of respective property. Such newspaper notifications were commenced from 3rd November 2018 and are continuing as of date. For non-titleholders, the start date of the socio-economic field survey i.e., 1st November 2019 is the cut-off date.



## **F. INSTITUTIONAL ARRANGMENTS**

12. The Government of Tamil Nadu (GoTN) and the Government of India (GoI) will be the executing agency of the proposed Corridor 5. CMRL shall be responsible for supervision and implementation of the Resettlement Plan (RP) supported by an NGO and General Consultant and will send progress reports to the MDB on social safeguards. An external expert will be engaged to conduct third party monitoring on the implementation of the Environment and Social safeguard measures under the project.

## **G. DISCLOSURE**

13. Resettlement Policy Framework has been disclosed on the website of CMRL and AIB. This Resettlement Plan will be disclosed after approval. After finalisation of project design, the Resettlement Plan will be updated, approved and disclosed. Land plan and micro plan including the magnitude of loss and asset valuation, list of affected persons will be prepared and accordingly, the budget will be revised.

## **H. GRIEVANCE REDRESSAL MECHANISM**

14. Grievance Redressal Mechanism (GRM) will be established at two levels, one at the field level, PIU and the second at the PMU level. The Executive Engineer/LA with the assistance of the NGO will receive and record the complaint at the site. The complaint will be reviewed and PIU and NGO staff together will try to resolve the issue on-site in consultation with the aggrieved party. This will be done within 7 days of receipt of a complaint/ grievance. All grievances that cannot be redressed within 7 days at the field level will be brought to the notice of the Grievance Redress Committee. The GRC will resolve the grievance within 4 weeks of receipt of a complaint/ grievance in discussion with the NGO and consultation with the PIU Executive Engineer. The project GRM notwithstanding, an aggrieved person shall have access to the country's legal system at any stage.

## **I. MONITORING AND REPORTING**

15. The Project Implementation Unit will carry out concurrent monitoring of RP implementation through the NGO and prepare monthly and quarterly progress report in terms of physical and financial indicators with the support of the General Consultant. Besides, the monitoring process will also look into the communication and reactions of PAPs, benefits and options available, use of grievance procedures information dissemination to PAPs, and implementation schedule. RP implementation will also be monitored by an experienced external expert/agency who will submit periodic evaluation reports on social-related implementation issues with necessary corrective actions and reflect these in a time-bound action plan to CMRL for implementation.

## **J. RESETTLEMENT PLAN IMPLEMENTATION COST**

16. The RP implementation cost for Corridor 5 is estimated at INR 1290.68 crore for land and structure cost, whereas 31.10 crore is estimated as R&R cost hence it is found as INR 1321.78 crore is the total cost. The R&R scheme will be revised, approved and notified after completion of the micro plan. The funds will be provided by GoTN on time to ensure that all payment is made against the entitlements prior to displacement. Additional budget as needed will be approved and provided by GoTN.