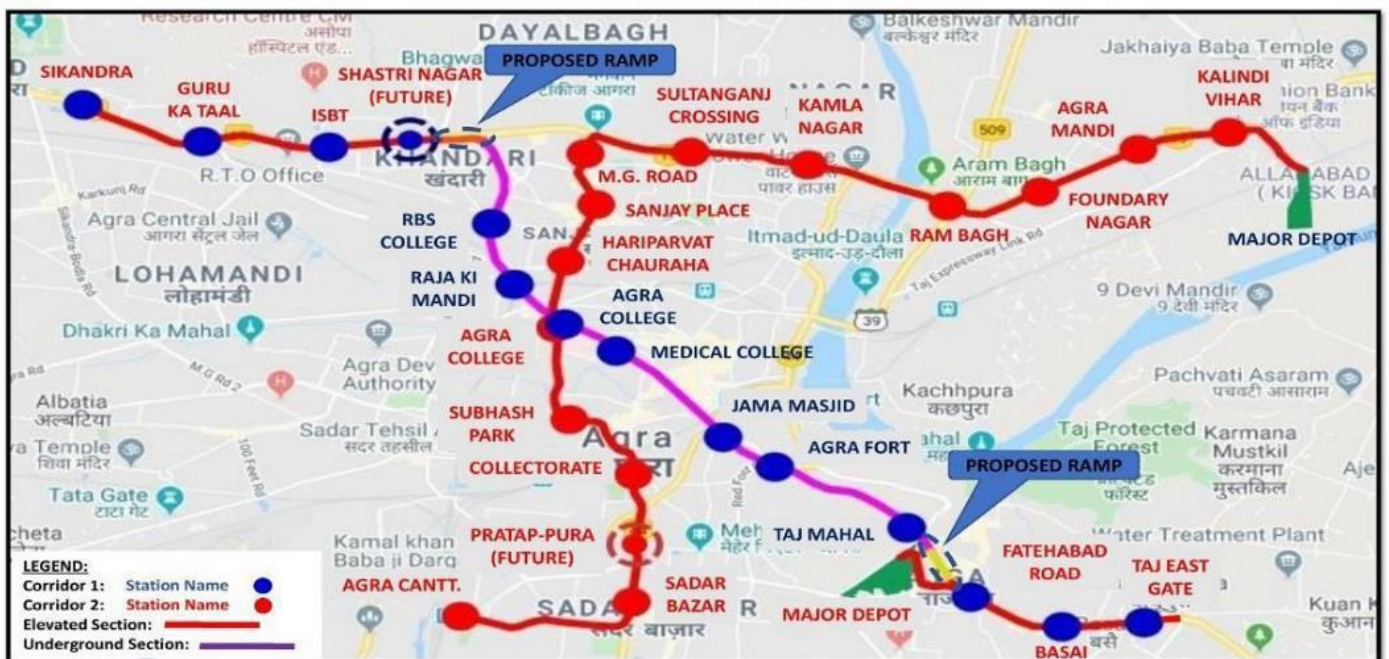


Social Impact Assessment Study for Agra Metro

AGRA METRO RAIL PROJECT ROUTE ALIGNMENT



RESETTLEMENT ACTION PLAN OCTOBER 2023



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Abbreviations

ADA	Agra Development Authority
ADM	Additional District Magistrate
AIDS	Acquired Immuno Deficiency Syndrome
AMRP	Agra Metro Rail Project
ATM	Automated Teller Machine
BPL	Below Poverty Line
BSR	Basic Schedule of Rates
CBOs	Community Based Organizations
CCTV	Closed Circuit Television
CPGRAMS	Centralized Public Grievance Redress and Monitoring System
CPM	Chief Project Manager
CPR	Common Properties Resources
DM	District Magistrate
DP	Displaced Person
DPR	Detailed Project Report
EA	Executing Agency
EIA	Environmental Impact Assessment
EIB	European Investment Bank
EM	Entitlement Matrix
ESHS	Environmental, Social, Health & Safety
ESMP	Environmental & Social Management Plan
ESS	Environment & Social Standards
FGDs	Focused Group Discussions
GAP	Gender Action Plan
GC	General Consultant
GOs	Government Order
GoI	Government of India
GoUP	Government of Uttar Pradesh
GRC	Grievance Redressal Committee
GRM	Grievance Redressal Mechanism
HHs	Households
HIA	Heritage Impact Assessment
HIV	Human Immunodeficiency Virus
HQ	Headquarter
IEA	Independent Evaluation Agency
IE	Implementing Agency
IR	Involuntary Resettlement



IRP	Income Restoration Plan
JMS	Joint Measurement Survey
km	kilometer
KMRP	Kanpur Metro Rail Project
LA	Land Acquisition
LRP	Livelihood Restoration Plan
MD	Managing Director
M&E	Monitoring & Evaluation
MRTS	Metro Rail Transport System
NGO	Non-Governmental Organization
NTH	Non-titleholder
NULM	National Urban Livelihood Mission
OBC	Other Backward Class
PAHs	Project Affected Households
PAPs	Project Affected Persons
PD	Project Director
PIU	Project Implementation Unit
PMAY	Pradhan Mantri Awas Yojna
PRO	Public Relation Officer
PWD	Public Works Department
PwD	Person with Disability
RAP	Resettlement Action Plan
RCC	Reinforced Cement Concrete
RFCTLARR	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement
RISA	Resettlement Implementation Support Agency
RPF	Resettlement Policy Framework
R&R	Resettlement and Relocation
RTI	Right to Information
RWA	Resident Welfare Association
SEMU	Social and Environment Management Unit
SEP	Stakeholder Engagement Plan
SIA	Social Impact Assessment
SC	Scheduled Caste
SEBC	Socially and Educationally Backward Classes
SLAO	Special Land Acquisition Officer
ST	Scheduled Tribe
SVP	Street Vending Plan
TH	TH
TVC	Town Vending Committee



UP	Uttar Pradesh
UPMRC	Uttar Pradesh Metro Rail Corporation
WHH	Women Headed Households



Definitions

The Resettlement Action Plan (RAP) is an important document which will guide anticipated resettlement and rehabilitation that may be caused due to the project activity. Hence, it is imperative that various terms and terminologies as well as expressions are clearly understood. There are many terms used in this report which may need explanation. Hence, the definitions of such terms have been given in this section. It is hoped that after this explanation, there shall be no ambiguity in the RAP.

- i. **Acquired land** means the land acquired under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act, 2013 or any other prevailing Government Order (GOs) for the Agra Metro Rail Project (AMRP).
- ii. **Agricultural Land** means lands being used for the purpose of (i) Agriculture or horticulture; (ii) Dairy farming, poultry farming, pisciculture, sericulture, seed farming breeding of livestock or nursery growing medicinal herbs; (iii) Raising of crops, trees, grass or garden produce; and (iv) Land used for the grazing of cattle;
- iii. **Affected Area** means such area as may be notified by the Government of U.P under the relevant land acquisition acts for the purposes of land acquisition for the Project;
- iv. **Affected Households (HHs)/family means:**
 - A household/family whose land or other immovable property has been acquired for the AMRP;
 - A household/family which does not own any land but a member or members of such family may be agricultural labourers, tenants including any form of tenancy or holding of usufruct right, share-croppers or artisans or who may be running a commercial establishment in the Affected Area, whose primary source of livelihood stand affected by the acquisition of the land;
 - The Scheduled Tribes and other traditional forest dwellers who have lost any of their forest rights recognized under the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 due to acquisition of land;
 - A HH/family without formal title of ownership or use but who have established usage of public or private land by investing in immovable objects, crops woods, trees, fruit bearing trees, vineyards, the age of crops and the time needed to reproduce them;



- v. **Associated Facilities** are (i) assets and facilities directly owned or managed by the promoter that relate to the project activities to be financed, (ii) supporting activities, assets and facilities owned or under the control of parties contracted for the operation of the promoters business or for the completion of the project (such as contractors); (iii) associated facilities or businesses that are not funded as part of the project and may be separate legal entities yet whose viability and existence depend exclusively on the project or whose goods and services are essential for the successful operation of the project {According to European Investment Bank (EIB's) Environment and Social (E&S) Standards}.
- vi. **Compensation** refers to the amount paid as compensation under various provisions of the RTFCTLARR Act, 2013, or the GOs of Government of Uttar Pradesh (GoUP)/UPMRC for private property, structures and other assets acquired for the project, excluding rehabilitation and resettlement assistance/entitlements as per this policy.
- vii. **Cost of Acquisition Includes:**
- Amount of compensation which includes solatium, any enhanced compensation ordered by the Land Acquisition and Rehabilitation and Resettlement Authority or the Court and interest payable thereon and any other amount determined as payable to the affected families by such Authority or Court;
 - Demurrage to be paid for damages caused to the land and standing crops in the process of acquisition
 - Cost of acquisition of land and building for settlement of displaced or adversely affected families;
 - Cost of development of infrastructure and amenities at the resettlement areas;
 - Cost of rehabilitation and resettlement as determined in accordance with the provisions of the RFCTLARR Act 2013
 - Administrative cost for (a) acquisition of land, including both in the project site and out of the project area lands, not exceeding such percentage of the cost of compensation as may be specified by the Appropriate Government; and (b) rehabilitation and resettlement of owners of the land and other affected families whose land has been acquired or proposed to be acquired or other families affected by such acquisition;
- viii. **Cut-off Date** is the date of first notification for land acquisition for the project under applicable Act or GOs in the cases of land acquisition affecting legal titleholders. The cut-off date for non-titleholders NTHs would be the completion date, i.e



16.03.2022 of the census & socio-economic survey for Corridor-1. The cut-off date for Corridor-2 will be released in phase manner;

- ix. **Displaced Family** means any Affected Family, (i) who on account of acquisition of land has to be relocated from the affected area; (ii) a family whose primary place of residence or other property or source of livelihood is adversely affected by the acquisition of land for the Project (iii) any tenure holder, tenant, lessee or owner of other property, who on account of acquisition of land in the affected area, has been involuntarily displaced from such land or other property; (iv) any agricultural or non-agricultural labourer, landless person (not having homestead land or agricultural land) rural artisan, small trader or self-employed person; who has been residing or engaged in any trade, business, occupation or vocation in the acquired land, and who has been deprived of earning his livelihood or alienated wholly or substantially from the main source of his trade, business, occupation or vocation because of the acquisition of land in the affected area.
- x. **Economic Displacement (Loss of Commercial Unit/Trading Location):** Loss of income streams or means of livelihood resulting from land acquisition caused by the construction or operation of the project or its associated facilities.
- xi. **Entitlement** is defined as right of project affected persons (PAPs) to receive various types of compensation, relocation assistance, support for income restoration in accordance with the nature of their loss.
- xii. **Family** means a person, his or her spouse, parents, children, brothers and sisters dependent on him:
 - Provided that Widows/divorcees and women deserted by families shall be considered as separate families.
- xiii. **General Category/General Caste:** The Government of India (GoI) defines General Caste as the caste that does not come under SC, ST or OBC. They are socially, economically and educationally advanced.
- xiv. **Joint Family:** A joint family or undivided family is an extended family arrangement prevalent throughout the Indian subcontinent, particularly in India, consisting of many generations living in the same HH, all bound by the common relationship. They also share the common washroom and kitchen.
- xv. **Land acquisition** means acquisition of land under the RFCTLARR Act, 2013 or any other prevailing GOs.
- xvi. **Land Owners/Title Holders (THs) include any person:**
 - a. Whose name is recorded as the owner of the land or building or part thereof, in the records of the authority concerned: or



- b. Any person who is to be granted Patta rights on the land under any law of the State including assigned lands: or
- c. Any person who has been declared as such by an order of the court or Authority.

xvii. **Market Value of Land as per act 2013/Circle Rate**

- The Market Value or Circle Rate of the proposed land to be acquired shall be set as the higher of:
 - the minimum land value, if any, specified in the Indian Stamp Act, 1899 for the registration of sale deeds in the area, where the land is situated; or
 - the average of the sale price for similar type of land being acquired, ascertained from the highest fifty per cent of the sale deeds registered during the preceding three years in the nearest village or nearest vicinity of the land being acquired.;

xviii. **Minimum Wages** means the minimum wage of a person for his/her services/labour per day as per notification published by Department of Labour, Government of U.P.

xix. **Non-Perennial Crop:** means any plant species, either grown naturally or through cultivation that lives for a particular harvest season and perishes with harvesting of its yields.

xx. **Non-Titleholders:**

- a. **Tenants** are those persons having bonafide tenancy agreements on cut-off date with a property owner with clear property titles, to occupy a structure or land for residence, business or other purposes. Those who don't have any written documents need to furnish documentary proof such as telephone bills, electricity bills, ration cards, any postal evidence, passport and any other legal documents to prove occupation of the premises.
- b. **Employee** means an individual engaged by a displaced commercial establishment in the Acquired Land, for compensation under a contract for employment whether express or implied on cut-off date.
- c. **Encroachers** are those persons who built his or her structure, business premises or work places or agriculture activities in whole or in part of an adjacent government land to which s/he has no title.
- d. **Squatters** are those persons who have occupied public/ government lands with no recognizable rights for residential or commercial or both purposes by making some investments on the land. The families, who have built their own structures on the land of the landlords with some financial arrangements, which are not properly documented or legalized, are also considered as squatters. Subcategories of squatters are as under:



- i. **Slum Dwellers** means any person who is residing within the limits of a slum area.
- ii. **Mobile Vendor** means street vendors who carry out vending activities in designated area by moving from one place to another place vending their goods and services.
- iii. **Street Vendor** means a person who offers goods or services for sale to the public in a street without having a permanent built-up structure'. The three basic categories of street vendors are a) Stationary, b) Peripatetic and c) Mobile.
- xxi. **Notification** means a notification published in the Gazette of India, or as the case may be, the Gazette of the State;
- xxii. **Nuclear Family:** The unit of the family contains two adults and any numbers of the children are living together and the children may be adopted and biological.
- xxiii. **Nursery:** A nursery is a place where plants are propagated and grown to a desired size and mostly the plants concerned are for gardening in homes. The various types of nurseries can be classified based on various criteria. They include retail nurseries; wholesale nurseries, and private nurseries etc.
- xxiv. **“Other backward classes”** means such backward classes of citizens other than the Scheduled Castes and the Scheduled Tribes as may be specified by the Central Government in the lists.
- xxv. **Perennial Crop:** means any plant species that live for years and yields its products after a certain age of maturity.
- xxvi. **Physical Displacement (Loss of Residential Unit):** Loss of shelter and assets resulting from the acquisition of land associated with the proposed metro rail project that requires the affected person(s) to move to another locations.
- xxvii. **Project** means the AMRP covering 29.40 km consisting of 2 corridors: Corridor-1 is from Sikandra to Taj East Gate and Corridor-2 is from Agra Cantt to Kalindi Vihar.
- xxviii. **Rehabilitation and Resettlement** means carrying out rehabilitation and resettlement as per LMRC Policy on rehabilitation and resettlement.
- xxix. **R&R Entitlements** means the benefits awarded as per the R&R Policy Framework given in the UPMRC Policy on Rehabilitation & Resettlement.
- xxx. **Severance of Land** means a land holding divided into two or more pieces due to acquisition of land mainly for laying new project alignment or a re-alignment.
- xxxi. **Slum:** A slum is a compact settlement with a collection of poorly built tenements, mostly of temporary nature, crowded together usually with inadequate sanitary



and drinking water facilities in unhygienic conditions. If at least 20 HHs lived in that area it is considered as “**Non-Notified Slum**”. Areas notified as slums by the respective municipalities, corporations, local bodies or development authorities are treated as “**Notified Slums**”.

- xxxii. **State Government:** Government refers to the GoUP;
- xxxiii. **Trust:** As per Indian Trust Act 1882, a Trust is an obligation annexed to the ownership of the property, and arising out of a confidence reposed in and accepted by the owner, or declared and accepted by him, for the benefit of another, or of another and the owner.
- xxxiv. **Vulnerable groups:** Vulnerable group/ persons are those with challenges that make them at higher risk of falling into poverty compared to others in the projects area. The Vulnerable Group/ Persons include the following categories: (i) DFs falling under ‘Below Poverty Line’ (BPL) category; (ii) persons who belong to Scheduled Castes (SC) and Scheduled Tribes (ST); (iii) Women Headed Households (WHH); (iv) Elderly people living alone; and (v) Person with Disability (PwD).
 - a. **BPL** means families below poverty line as defined by the Planning Commission of India, from time to time, and those included in the State BPL list in force. (As per the Tendulkar Expert Group Report (2009), BPL is per person per day consumption of Rs. 32 and Rs. 26 in urban and rural areas respectively.)
 - b. **SC** means such castes, races or tribes or parts of or groups within such castes, races, or tribes as are deemed under Article 341 to be SC for the purposes of the Constitution.
 - c. **ST** means such tribes or tribal communities or parts of or groups within such tribes communities as are deemed under Article 342 to be ST for the purposes of this Constitution.
 - d. **WHH** means a HH that is headed by a woman is called a Woman Headed Household. The aforesaid woman may be a spinster or a widow or separated or deserted by her husband.
 - e. “**PH**” or “**Person with disability**” means a person with long term physical, mental, intellectual or sensory impairment which, in interaction with barriers, hinders his full and effective participation in society equally with others.
- xxxv. **Type of Structures**
 - a. **Kiosk** is a temporary structure not fixed to ground. It may be a booth/stall/cabin/cubicle made of wood or iron or any other building material which could be shifted to another location as a single unit without much damage



and is used for carrying out petty business/ commercial activities and has been in operation/existence prior to cut off date.

- b. **Kutcha Structure (kuccha)** is a kind of house, where the walls are made up of bamboo, mud, grass, reed, stones, thatch, straw, leaves and unburnt bricks. These are not permanent structures like flats or buildings.
- c. **Semi-Pucca Structure** refers to constructed with tiled roof and normal cement floor.
- d. **Pucca Structure** (or pukka or pacca) refers to dwellings that are designed to be solid and permanent. This term is applied to housing built of substantial material such as stone, brick, cement, concrete, or timber.

Executive Summary

Introduction and Project Description

Agra is one of the most populous cities in India and the fourth largest city in the Indian state of Uttar Pradesh (UP). According to Census 2011, the population of Agra district is 44.18 Lakh. Large-scale urbanization and the rapid growth of the vehicle population have laid severe stress on the urban transport system in Agra city. The sharing of limited right of way by a variety of modes and other utility services has resulted in traffic congestion, accidents and environment deterioration. The augmentation in the capacity of public transport infrastructure has become necessary. In the direction to provide sustainable mobility for the residents and tourists to the city, UPMRC, a joint venture of GoI and GoUP is in process of delivering metro rail project in Agra City with funding from the EIB.

Two corridors have been finalized for implementation Agra Metro Rail project (AMRP). The total length of the alignment considered is 29.40 km (kilometer), and there would be 27 stations. Corridor-1 starts from Sikandra to Taj East Gate with 14 km of length, and Corridor-2 starts from Agra Cantt. to Kalindi Vihar with 15.40 km length. In order to prepare Social Impact Assessment (SIA) study for the proposed corridors, Uttar Pradesh Metro Rail Corporation (UPMRC) Limited has commissioned the services of RITES Limited.

Approach and Methodology

The SIA and RAP have been prepared in accordance with the guidelines of the GoI, GoUP, and EIB's Environmental & Social Standards (ESS). The baseline data was collected from secondary sources such as the Census and the Statistical Handbook, and primary data was collected through a household survey conducted by RITES in March 2022.

Scope of Land Requirement, Acquisition and Involuntary Resettlement (IR)

The proposed metro project will require 54.69 ha of permanent land and 28.70 ha of temporary land for construction of different components. The land requirement details for the project are presented in the **Table 0-1**.

Table 0-1: Permanent & Temporary Land Acquisition (LA) (in ha)

S. No	Corridors	Public Land			Private Land	Total
		Central Govt. – Railway	Central Govt. – Defence	State Govt.		
a. Permanent						
i	C-1	0.06	0.60	31.76	0.24	32.66
ii	C-2	0.28	0.50	20.71	0.54	22.03
Total		0.34	1.11	52.47	0.78	54.69

S. No	Corridors	Public Land			Private Land	Total
		Central Govt. – Railway	Central Govt. – Defence	State Govt.		
b. Temporary						
i	C-1	0.45	0.57	15.00	0.45	16.47
ii	C-2	-	-	12.23	-	12.23
Total		0.45	0.57	27.23	0.45	28.70

Source: Supplementary Detailed Project Report (DPR) for Rail Based Mass Rapid Transit System in Agra, 2019

Total 96 properties will be affected out of which six non-titleholders (NTH) are residential hut, 42 (37 TH & 5 NTH) commercial, one (NTH) res.-cum-comm., 27 (NTH) mobile vendors, one (NTH) temple with residence, 11 (6 TH & 5 Govt.) open plots, three (govt.) community parks, one (govt.) public toilet, and four other govt. properties.

There are 143 affected HHs/Units including 41 TH, 13 squatters, 27 squatters’ mobile vendors, 19 tenants and 43 employees consisting of 176 persons. Out of the total HHs, 41 HHs/Units are THs and 102 are NTHs. About 13 government, community and other structures will likely get affected.

Socio-Economic Information and Profile

The findings of the census survey revealed that the majority of the surveyed HHs are Hindu (88.61%), followed by Muslims (11.39%). The majority of HHs speak Hindi as their mother tongue. The majority of surveyed HH members are married (72.32%). The majority of HH patterns are found as joint (62.03%) and medium (43.04%) in size. The educational attainment of Project Affected Persons (PAPs) reveals that the majority of them have studied up to post-graduation (39.87%). The average HH monthly income is Rs.10,000 in corridor-1 and Rs. 14,788 in corridor-2. The majority of surveyed persons are engaged in business activities (90.70%).

Consultation, Participation and Information Disclosure

21 public consultations and 14 interviews were organised with about 300 persons (233 Male & 67 Female) at various locations in May, 2022. The major social issues raised by the people were transport facility, resettlement options, expectation from project, facilities at metro stations, livelihood, metro fare, property value, women safety, traffic, environmental effects, mobility of tourist and local commuters. The UPMRC will assist in community level disclosure and information dissemination work, which will include community display, meetings and consultations. Further, consultations will be organised among stakeholders. The summary of RAP will be translated into Hindi and disclosed to the stakeholders, and their views and suggestions will be incorporated into the final RAP depending on their applicability.



Policy and Legal Framework

Compensation for LA, resettlement and rehabilitation shall be considered as per Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act 2013, The Street Vendors Act 2014, and guidelines of the GoUP and EIB's Environmental and Social Standards (ESS). This RAP is prepared based on the review and analysis of all applicable legal and policy frameworks of the country, State and EIB policy requirements. The gaps between the policies have been identified and addressed to ensure that the RAP adheres to the EIB's Environmental and Social Standards (ESS). UPMRC on behalf of Government will use the AMRP Resettlement Policy Framework (RPF). The project policy is aimed at filling-in any gaps in what local laws and regulations cannot provide in order to help and ensure that PAPs are able to rehabilitate themselves to at least their pre-project condition.

Grievance Redress Mechanism

Efficient Grievance Redress Mechanism (GRM) will be developed to assist the PAPs and general public to resolve their queries and complaints. A mechanism for lodging complaints/grievance will be implemented during implementation of project. Grievances of PAPs both THs & NTHs and general public, will be first brought to the attention of field level officer of both project and land team. If Grievances are not redressed at Field Level, it will be brought to the Grievance Redressal Committee (GRC) under the system of GRM. GRC is comprised of members from UPMRC officials, officials from Public Works Department or Land Revenue Dept., official from Agra Nagar Nigam and headed by Chief Project Manager (CPM). GRC will review matters involving all resettlement benefits for both TH and NTHs along with other grievances. However, disputes relating to ownership rights--disputes between private and government or dispute between two or more private parties regarding ownership of land, shall be considered by the court of law. When any grievance is brought to the field level, it should be resolved within 45 days from the date of complaint.

Institutional Framework

UPMRC is the executing and implementing agency (IA) for the proposed metro rail corridor in Agra. UPMRC is the overall in charge of rehabilitation and resettlement issues such as implementation, monitoring and execution of LA and resettlement issues. The designated engineering department, headed by CPM at UPMRC, assesses the requirements of LA and resettlement based on the engineering design. UPMRC is responsible for coordinating with other government departments concerned with LA, planning and implementation of RAP, which include the disbursement of compensation, assistance, shifting, and relocation of affected people. UPMRC is responsible for paying Resettlement & Rehabilitation (R&R) benefits to the affected people.



UPMRC is responsible for establishing a Social & Environmental Management Unit (SEMU), which will be headed by an officer of the rank of Executive Engineer. SEMU will have a Town Planner, Deputy Chief Engineer, Naib Tehsildar and Asst. Manager/Environment/Social as its members. SEMU will look after the LA and resettlement and rehabilitation process under the project. UPMRC, as a project implementation agency, is responsible for monitoring the use of loan funds and overall implementation process. UPMRC, headed by Managing Director (MD), will have overall responsibility for policy guidance, coordination and planning, internal monitoring and overall reporting of the Project. SEMU facilitates LA and compensation, relocation and resettlement, and the distribution of assistance for the PAPs. The main responsibility of SEMU is monitoring and implementing all resettlement and rehabilitation activities, including LA.

Relocation, Resettlement and Income Restoration

Relocation and resettlement sites are not proposed for the AMRP. Restoration of pre-project levels of income is an important part of rehabilitating the affected communities. The project policy has many provisions for the restoration of the income of affected persons, with an aim of improving the socio-economic conditions of PAPs. In addition to this, the project will facilitate taking full advantage of existing government poverty alleviation schemes by the affected persons. The non-governmental organisation (NGO), which would implement the RAP, will coordinate with various departments to integrate with the overall project scenarios. The project has provision of training to upgrade the skill level and one-time economic rehabilitation grant to vulnerable HHs in re-establishing themselves economically. The NGO will conduct an assessment of the training needs. This would include a survey among the PAPs with options of various skills related to the resource base of the area and available replacement (with proper forward and backward linkages) and accordingly select trades for training. Based on the training, the NGO will identify income-generating activities for sustainable economic opportunities.

Resettlement and Compensation Cost and Budget

The budget is indicative, and costs will be updated and adjusted to the inflation rate as the project continues and during implementation. The total cost of proposed metro rail project for resettlement and rehabilitation of affected HHs would be **Rs. 13.30 crore**.

Implementation Schedule

The period for implementation of RAP has been taken as approximately two and a half years. The R&R activities of the proposed project are divided into three broad categories based on the stages of work and the process of implementation. In the project preparation stage, identification of required land for acquisition, census & socio-economic survey, stakeholder consultation, preparation and review/approval of draft SIA and RAP, disclosure of SIA and



RAP, and establishment of GRC shall be carried out. Activities like notification of LA, valuation of structure, payment by competent authority, and shifting of PAPs shall be taken up during RAP implementation. During the monitoring and evaluation stage, internal monitoring will be carried out by UPMRC, and mid and end-term evaluation will be carried out by an IEA.

Monitoring and Evaluation

Implementation of RAP will be monitored by internally and evaluated by externally. UPMRC will be responsible for internal monitoring, whereas mid and end-term evaluations will be conducted by independent evaluation consultant. The SEMU of UPMRC is responsible for supervision and implementation of the RAP and will prepare monthly progress reports on resettlement activities. The IEA or consultant will submit a mid and end-term evaluation report to UPMRC and EIB and to determine whether resettlement goals have been achieved, more importantly whether livelihoods and living standards have been restored or enhanced, and suggest suitable recommendations for improvement.

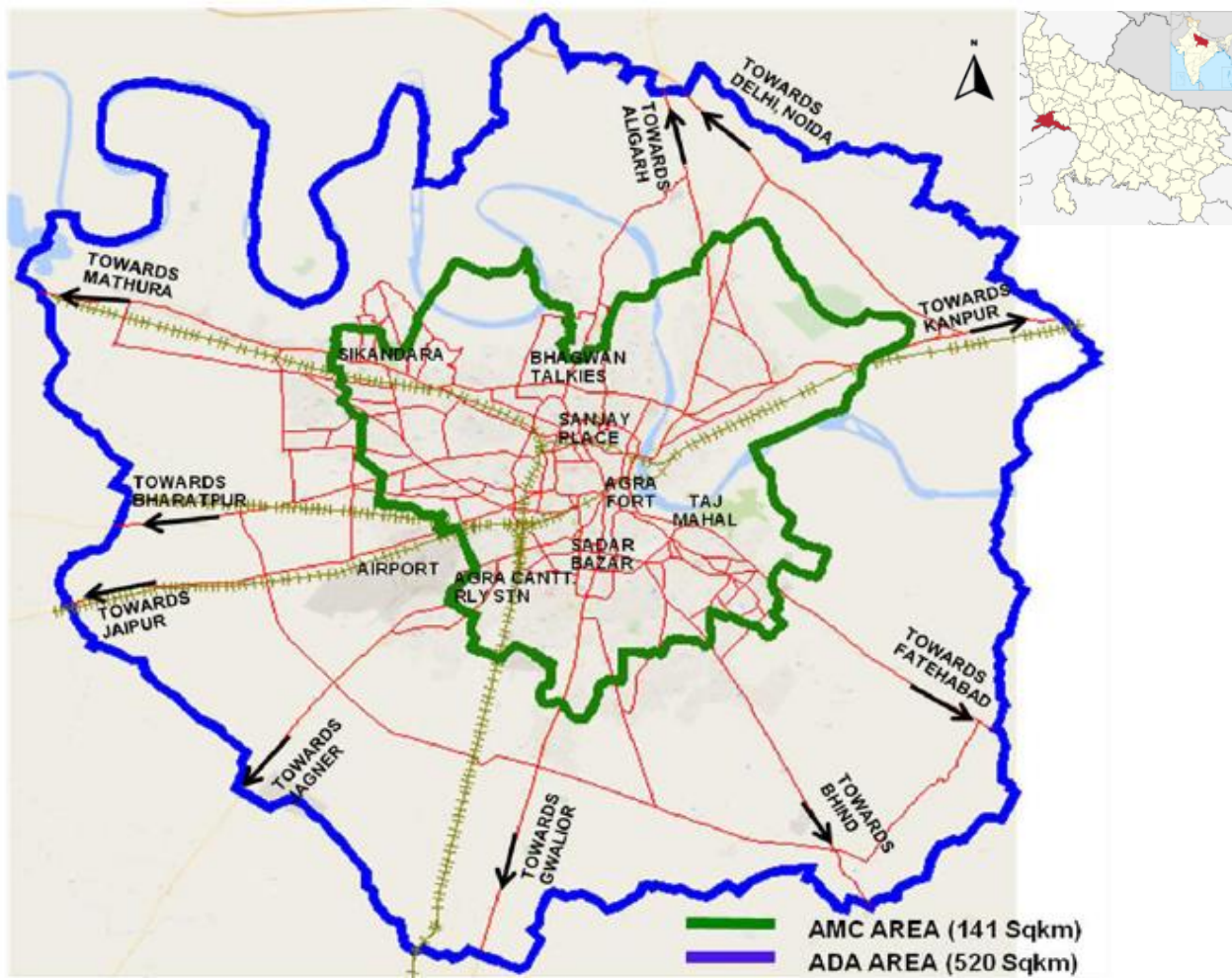
1 INTRODUCTION AND PROJECT DESCRIPTION

1.1 Background

The city of Agra falls in the northern state of UP, India, known for the Taj Mahal the world over. The city was the capital of the Mughal emperors from 1526 to 1658. City has many destinations for tourists because of its many Mughal-era structures, including the Taj Mahal, Agra Fort, Tomb of Akbar and Fatehpur Sikri, all of which are listed under United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites. The map of Agra district is presented in the **Figure 1-1**.

1.2 Agra Metro Rail Project

Figure 1-1: Map of Agra District



Source: DPR for rail-based mass rapid transit system in Agra, 2017



Large-scale urbanization and the rapid growth of the vehicle population have laid severe stress on the urban transport system in Agra city. The sharing of limited Right of Way (RoW) by a variety of modes and other utility services has resulted in traffic congestion, accidents and environment deterioration. The nature of trips that the people have to make is also quite varied and they use private means of transport for most of these trips, given the convenience of accessibility. The usage of private modes is growing persistent, mainly due to inadequate and inconvenient public transport facilities with poor service. The amplification in the capacity of public transport infrastructure has become necessary.

In the direction to provide sustainable mobility for citizens and tourists to the city, UPMRC, a joint venture company of Gol and GoUP, intends to implement the Metro Project in Agra City with funding from the EIB. To implement the system, UPMRC has engaged RITES Limited to undertake a detailed SIA of project within the framework and guidelines outlined by EIB.

1.3 Benefits of Project

The proposed metro rail project shall have both tangible and non-tangible benefits, which include:

- The project is the most efficient in terms of energy consumption, space occupancy and number of transporters and shall contribute to reducing road traffic and road stress, fuel consumption, air pollution, travel time, vehicle operating costs, accidents, road maintenance etc.
- The project shall increase mobility, improve accessibility to facilitate city infrastructure, increase economic stimulation in the micro-region of infrastructure, increase business opportunities, and improve the aesthetic image of the city.
- Overall, the metro rail project shall change the transportation face of Agra City.

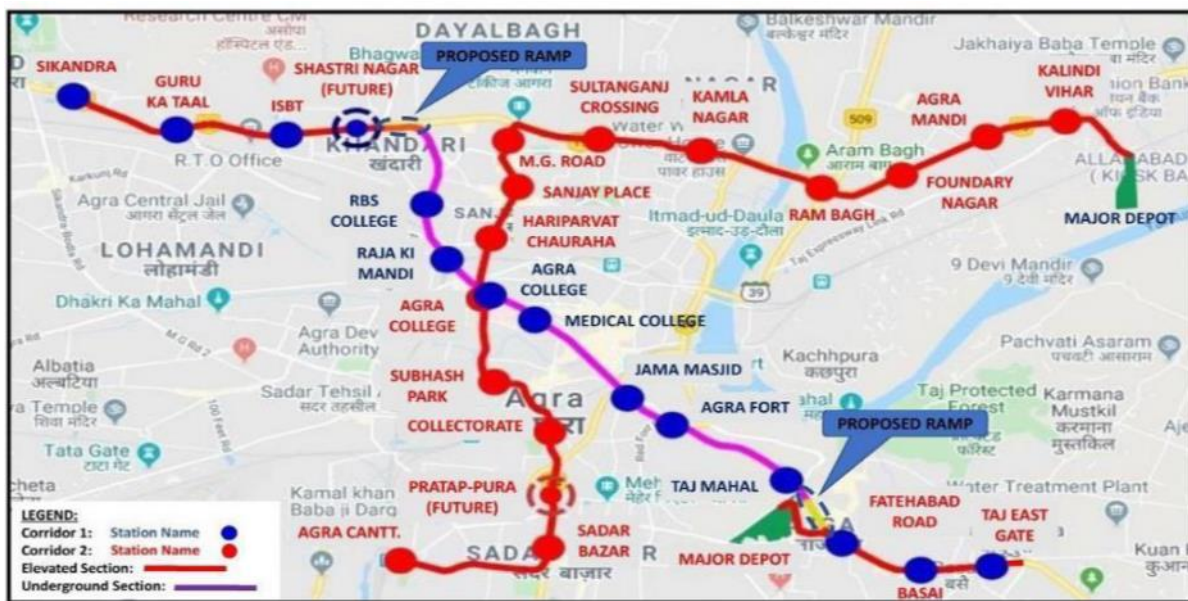
1.4 Project Description

The AMRP will have two corridors that will pass through the heart of the city and connect prominent tourist places including Taj Mahal, Agra Fort and Sikandra as well as ISBT, Raja Ki Mandi railway station, Medical College, Agra Cantonment railway station, Collectorate, Sanjay Place, and surrounding densely populated residential areas. AMRP has a total 27 stations, out of which 20 are elevated and seven are underground. The total length of both corridors is 29.40 km, out of which 21.75 km is elevated and 7.65 km is underground. Corridor-1 is from Sikandra to Taj East Gate and has 6 elevated and seven underground metro stations with 6.35 km elevated length and 7.65 km underground length. Corridor-2 is from Agra Cantt to Kalindi Vihar and has 14 elevated stations with a length of 15.40 km. **Table 1-1** represents the corridor wise details of the AMRP length and number of stations. **Figure 1-2** shows the alignment of the AMRP.

Table 1-1: Corridor Wise number of stations and length

Corridor Name	No. of Stations		Total	Length (km)		Total
	Elevated	Underground		Elevated	Underground	
Corridor-1: Sikandra to Taj East Gate	6	7	13	6.35	7.65	14
Corridor-2: Agra Cantt to Kalindi Vihar	14	-	14	15.40	-	15.40
Total	20	7	27	21.75	7.65	29.40

Figure 1-2: Corridor of Agra Metro



Source: Environmental and Social Management Plan for Rail Based Mass Rapid Transit System in Agra, November 2021

Table 1-2: Salient Features of Agra Metro Rail

S. No	Parameters	System Specification
1.	Length	29.40 km
2.	Features	2 lines and 29 stations (2 Future Stations)
System Specification		
3.	Top Speed	80 kmph
4.	Average Speed	34 kmph
5.	Track Gauge	Standard Gauge-1435 mm
6.	Electrification	750V DC Third rail
7.	Signaling	Communications-based train control (CBTC)
Agra Metro Phase-1 Route information (Line-1)		
8.	Length	14 km
9.	Type	Elevated (6.35 km) and

S. No	Parameters	System Specification
		Underground (7.65 km)
10.	Depot	PAC Depot (16.3 hectares)
11.	Number of Stations	14
12.	Station Names	Sikandra, Guru Ka Taal, ISBT, Shastri Nagar (future), RBS College, Raja Ki Mandi, Interchange Station St. John's (Agra College), Medical College, Jama Masjid, Agra Fort, Taj Mahal, Fatehabad Road, Basai & Taj East Gate
(Line-2)		
13.	Length	15.40 km
14.	Type	Elevated
15.	Depot	Kalindi Vihar Depot (11.9 hectares)
16.	Number of Stations	15
17.	Station Names	Agra Cantt., Sadar Bazaar, Pratap Pura (future), Collectorate, Subhash Park, Interchange Station St. John's (Agra College), Hariparvat Chauraha, Sanjay Place, MG Road, Sultanganj Crossing, Kamla Nagar, Rambagh, Foundry Nagar, Agra Mandi & Kalindi Vihar

Source: <https://themetrorailguy.com/agra-metro-information-map-updates/>

1.5 Alternative Analysis

Alternative Analysis has been carried out to find the most feasible alternative transport system for Agra.

- A qualitative evaluation of the available alternatives, namely normal bus system, bus rapid transit, metro rail, and light rail transit, has been carried out. Normal bus and bus rapid transit have been ruled out in view of limited RoW, the inability to meet the passenger demand in the future, and significant greenhouse gas emissions.
- In preliminary screening, Metro Rail and Light Rail Transit emerged as prospective mass transport systems for Agra for further quantitative evaluations.
- With several operational metro rail systems in India, their technology as well as various components like track gauges, civil structures, and rolling stock components have been standardised and are now available within the country. Efforts have also been made by the government agencies towards localising the various components in the country over time.
- Based on both qualitative and quantitative screening carried out, the Metro System has emerged as the most viable alternative mass transport system to meet the transport needs of Agra City.

1.6 Public Purpose of the project

Section 2 (1) of the RFCTLARR Act, 2013 states that the land may be acquired only for public purposes. The public purpose mentioned in the act includes defence and national security, roads, railways, highways, and ports built by government and public sector enterprises etc. UPMRC was established to build the metro rail system by adopting adequate ESS to provide for the protection of the people and the environment. Being a GoI and GoUP undertaking, UPMRC falls into the category of public sector enterprises mentioned above. Also, the primary objective of the proposed metro rail project is to meet the local transport requirements of Agra City. The LA is to support the operation of the proposed metro rail project, thus serving a public purpose.

1.7 Land Requirement & Resettlement

The proposed AMRP will require permanent and temporary land for balance alignment including stations, entry/exit, ancillary buildings, depot and parking. Permanent land is required for metro structures, station buildings, entry/exit structures, ventilation shafts, ancillary structures, and depot. Land for temporary use would be required for setting up of casting yards, the stacking of construction machinery and materials etc. Efforts have been made to design the alignment to keep land requirement to the barest minimum. The proposed metro project will involve 54.69 ha of permanent LA and 28.70 ha of temporary LA. The LA details for the project are presented in the **Table 1-3**.

Table 1-3: Permanent & Temporary LA (in ha)

S. No	Corridors	Public Land			Private Land	Total
		Central Govt. – Railway	Central Govt. – Defence	State Govt.		
a. Permanent						
i	C-1	0.06	0.60	31.76	0.24	32.66
ii	C-2	0.28	0.50	20.71	0.54	22.03
Total		0.34	1.11	52.47	0.78	54.69
b. Temporary						
i	C-1	0.45	0.57	15.00	0.45	16.47
ii	C-2	-	-	12.23	-	12.23
Total		0.45	0.57	27.23	0.45	28.70

Source: Supplementary DPR for Rail Based Mass Rapid Transit System in Agra, 2019



Due to the proposed project, 96 properties/structures will be affected in both corridors. Among these, 11 properties (2 TH, 3 NTH and 6 Govt.) are affected in corridor-1 and 85 properties (41 TH, 37 NTH and 7 Govt.) are affected in corridor-2. The details of affected properties and structures are presented in the **Table 1-4**.

Table 1-4: Summary of Affected Properties/Structures for Corridor 1 & 2

S. No	Ownership	Res. (Hut)	Comm.	Res.-cum.-comm	Temple with Res.	Kiosks (Mobile Vendors)	Open Plots	Public Infrastructure						Total	
								Park	Toilet	Green Belt	Medicine Store	Clinic	Govt. Office		
a. Corridor-1															
i	THs	-	-	-	-	-	2	-	-	-	-	-	-	-	2
ii	NTHs	-	-	-	-	3	-	-	-	-	-	-	-	-	3
iii	Government	-	-	-	-	-	4	2	-	-	-	-	-	-	6
Total		-	-	-	-	3	6	2	-	-	-	-	-	-	11
b. Corridor-2															
i	THs	-	37	-	-	-	4	-	-	-	-	-	-	-	41
ii	NTHs	6	5	1	1	24	-	-	-	-	-	-	-	-	37
iii	Government	-	-	-	-	-	1	1	1	1	1	1	1	1	7
Total		6	42	1	1	24	5	1	1	1	1	1	1	1	85

Source: Census & Socio-economic Survey, March 2022

A project census survey was carried out to identify the HHs who would be affected by the project. It was found that a total of 143 HHs (3 in corridor-1 and 140 in corridor-2) would be affected by this project. The details are provided in **Table 1-5**.

Table 1-5: Summary of Project Affected HHs in Corridor 1 & 2

Corridors	THs		NTHs							Total
	Com. m.	Open Plot	Res. (Hut)	Res-cum-Com. m.	Comm. (Squatters)	Comm. (Mobile Vendors)	Tenant (Com. m.)	Employees (Comm.)	Residents in Temple	
C-1	-	-	-	-	-	3	-	-	-	3
C-2	37	4	6	1	5	24	19	43	1	140
Total	37	4	6	1	5	27	19	43	1	143

Source: Census & Socio-economic Survey, March 2022

Land is mainly required for Metro Rail Transport System (MRTS) structures (including route alignment), station buildings, platforms, entry and exit structures, depots, work sites, etc. Government land will be utilized for the majority of the proposed project's development, and where government land is not available, private land purchase is the last resort. The acquisition of land for the corridors involves the relocation of residents, shops, and hutments. Compensation for LA, resettlement and rehabilitation shall be considered as per the RTFCTLARR Act 2013, the Street Vendors Act, 2014 as applicable, and policies of GoUP.

1.8 Minimizing Resettlement

Adequate attention has been given during the feasibility and detailed design phases of the project preparation to minimize the adverse impact on LA and IR. During the feasibility study, various alternate alignment options were studied, and finally, it was decided to follow the existing road for the development of proposed project to minimize the LA and IR impacts. During detail design, more alignment proposals were reviewed and adopted; for instance, some of the station locations were re-designed to avoid loss of commercial properties and other assets. However, technical and engineering constraints were one of the major concerns during exploration of various alternatives.

The inventory data and typical cross-sections formed the basis of determining the widening requirement and assessment of impacts at stations and depots. Based on this information, the project has been designed to cause minimum impact to the existing features such as the buildings, trees, and utility services that are present along the project's corridors. The existing ROW, as available on ground in most of the section along the existing road, will be utilized for the construction of viaduct. The proposed centreline is designed in such a manner so that minimum LA is required.



Steps also have been taken to confine the project area to government land and 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 into the design whenever technically feasible. However, there will be some unavoidable LA for which adequate compensation has been considered as per RTFCTLARR Act 2013, The Street Vendors Act 2014, the AMRP RPF, and the GOs of UP bearing no. 2/2015/215/F-13-2015-20 (48)/2011 dated 19.03.2015. The GoUP's government order is also in line with provisions of the RTFCTLARR Act, 2013 and the EIB, 2022 Environmental and Social Standard (ESS) 6 "Involuntary Resettlement" (IR).

1.9 Screening and Categorization

As per the screening report prepared by UPMRC (2020), the project falls under Category "B" with moderately significant R&R impacts. SIA assesses that a major portion of land to be acquired belongs to the Government.

The project is assigned Category B for IR impacts. As per EIB's ESS (2022), the following standards will be triggered in the AMRP: ESS1: Assessment and Management of Environmental & Social Risks, ESS 6: Involuntary Resettlement and ESS7: Vulnerable Groups, Indigenous Peoples and Gender; and ESS10: Stakeholder Engagement.

1.10 Report Structure

The RAP is presented in 12 chapters which are as follow:

- Chapter 1: Introduction and Project Description
- Chapter 2: Approach and Methodology
- Chapter 3: Scope of Land Acquisition and Resettlement
- Chapter 4: Socio-economic Information and Profile
- Chapter 5: Information Disclosure, Consultation and Participation
- Chapter 6: Grievance Redress Mechanism
- Chapter 7: Policy and Legal Framework
- Chapter 8: Institutional Framework
- Chapter 9: Relocation, Resettlement and Income Restoration
- Chapter 10: Resettlement and Compensation Cost and Budget
- Chapter 11: Implementation Schedule
- Chapter 12: Monitoring and Reporting



2 APPROACH AND METHODOLOGY

2.1 Background

The preparation of RAP for the proposed AMRP includes a census and socio-economic survey of project impacted HHs, city level public consultations and focused group discussions (FGDs) with the impacted and non-impacted people of city. The RAP identifies and measures impacts on land, residential and commercial structures, and the impact of the project on THs, NTHs, which includes tenants, employees, encroachers, squatters (kiosks, mobile vendors, daily wage earners), and loss of livelihood due to the acquisition of land. In order to capture data for the present exercise, both primary as well as secondary sources were systematically tapped. As a part of RAP, census and socio-economic survey have been conducted in the Corridor of Impact (CoI) zone, which was identified as per the station drawing provided by UPMRC. A site visit was conducted with UPMRC, the RITES team, and engineers for the identification of impacted structures, HHs, persons, and to list out the adverse impacts of the project. The approach and methodology for undertaking the RAP are discussed in this chapter.

2.2 Objectives and scope of RAP

2.2.1 Objective of RAP

The SIA study includes the RAP, which is based on the principle that the population affected by the proposed metro rail project will be assisted to improve their living standards. The RAP is project specific and has been prepared in accordance with the RTFCLARR Act 2013, the Street Vendors Act 2014, the AMRP RPF, and the GOs of UP bearing no. 2/2015/215/F-13-2015-20 (48)/2011 dated 19.03.2015. The GoUP government order is also in line with provisions of the LA&RR Act, 2013 and the EIB, 2022 ESS 6 "Involuntary Resettlement". The RAP is based on the findings of the census socio-economic survey, field visits, and meetings with various PAPs in the project area. The primary objective of the RAP is to identify social impacts and risks and develop measures to mitigate various losses of the project, while the specific objectives are as follows:

- 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 mechanisms to establish harmonious relationship between UPMRC and PAPs;
- To ensure adequate mechanisms for expeditious implementation of the R&R plan.



2.2.2 Scope of RAP

The survey was conducted for all impacted HHs located within the area under Col who are the result of LA due to the proposed project. RAP provides a database of physical and economic impacts and affected individuals and HHs and also includes the following aspects:

- a. **Inventory survey of physical impacts:** data of physical impacts on land and its current use and access of land, assets, and subsistence were collected under this aspect.
- b. **Census survey of affected populations:** data from a census survey was gathered, including details of current occupants of the impacted area, standard characteristics of displaced HHs, the magnitude of the expected loss, fully or partially, and information on vulnerable groups or persons;
- c. Data on women's participation, barriers, challenges, and constraints was gathered in the census survey.
- d. **Cultural and Monument Heritage and potential impact of project on it:** Public and stakeholder consultations were conducted to gather views, concerns associated with the project, and analyses of consultation feedback, their roles, and possible interventions in project design and construction.

Considering scope of RAP following interventions is developed:

The RAP is to be prepared in line with the RFCTLARR Act 2013, GoUP policies and EIB's Environment and Social Standards 2022.

- Review of all relevant legal polices
- Based on the findings of the SIA Report, the following plans developed: RAP, Gender Action Plan (GAP) and Stakeholder Engagement Plan (SEP);
- Based on consultation related to cultural and monument heritage along the alignment, impacts, mitigation measures, and actions are developed.
- Institutional framework covering the identification of agencies responsible for resettlement activities and NGOs that may have a role in project implementation; also, a separate institutional framework is developed for cultural and heritage monuments.
- A grievance redress mechanism is being developed, and it is open to all issues related to the project, including resettlement issues. The mechanism is designed so that it ensures fair, transparent, and independent deliberations. It will also address grievances related to cultural and heritage monuments throughout the project life cycle.
- An implementation schedule covering all resettlement activities from preparation through implementation, including target dates for the achievement of expected benefits to re-settlers and terminating the various forms of assistance;
- The cost estimates and financing plan for the R&R.
- Mechanisms and benchmarks appropriate to the project for monitoring, evaluating and reporting on the implementation of the resettlement and rehabilitation plan, including

external monitoring conducted by independent experts. The monitoring and evaluation mechanisms include arrangements for the free, prior and informed consultations with the affected people communities.

2.3 Approach and Methodology

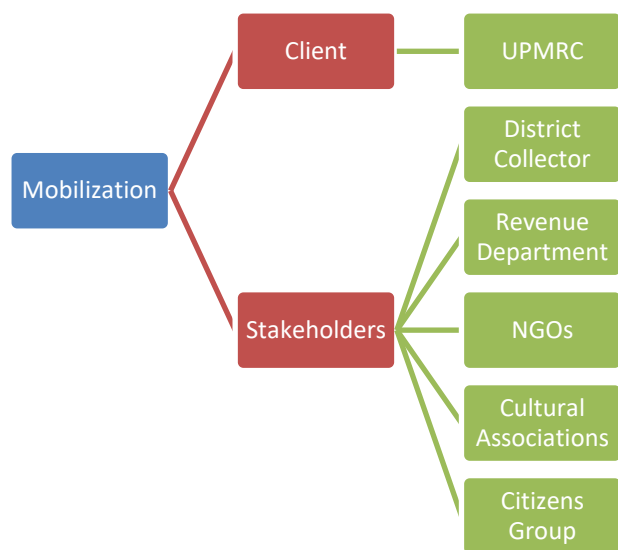
SIA and RAP are prepared as per GoI, GoUP and EIB guidelines. The study approach focuses on delivering the services required to meet the study objectives within the agreed scope and timeframe while maintaining professional quality and meeting the client’s expectations. The approach is collaborative and coherent to complete the project within the time limit. Regular communications were maintained with all project stakeholders, including key stakeholders and other affected community groups.

2.3.1 Study Methodology

The methodology adopted for conducting SIA involves mobilization, desk research, field visits and reconnaissance survey, census and socio-economic survey, impact analysis, public and stakeholder consultation, FGDs and Report Preparation.

Step 1: Mobilization

The consultant on the award of the project mobilized the planning team to have an introductory meeting with the officers of UPMRC, District Collector, Revenue Department, and other concerned departments, citizens groups, NGOs, Community Based Organizations (CBOs), etc. The consultant assisted UPMRC to publish a notification in the local newspaper of Agra for the public’s information before the commencement of the SIA study.

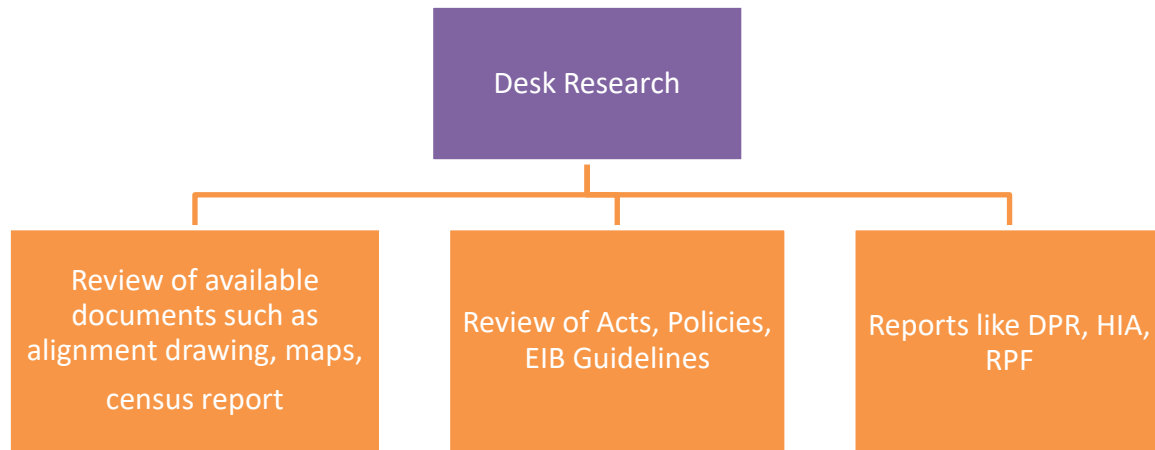


Step 2: Desk Research

Review of documents related to the project such as alignment drawings, maps, background information about the project area, and the social, historical, and cultural background of the district in the project area, was done to develop an understanding of the project, including broad technical aspects, the magnitude of impacts, census reports, etc. Also, a review of applicable policies, rules, and acts related to LA, rehabilitation and resettlement issues of the GoI, GoUP and EIB guidelines was done.

A literature review of specific documents such as the DPR, RPF, and Heritage Impact Assessment (HIA) report of the AMRP was done for a better understanding of the project.

A literature review and interaction with the client was done to finalize data collection tools and identification of key stakeholders.



Step 3: Field Studies

3.1 Site Reconnaissance

As a part of field studies, the RITES team conducted a reconnaissance survey over the entire length of the proposed corridors on December 14-16, 2021, along with the client team. **Table 2-1** gives the details of the survey.

Table 2-1: Details of Reconnaissance Survey

Day	Date of Visit	Member Present	Discussion/ Remarks
1.	December 14, 2021	UPMRC Mr. Chetan Tyagi, (DGM, Environment)	Kickoff meeting with client, visit of Corridor-1: six elevated stations and seven underground stations along the alignment.
2.	December 15, 2021	Mr. Jagdish Tyagi (Section Engineer), Mr. Vishwas Bansal (Section Engineer),	Visit of Corridor-2: all 14 elevated stations along the alignment and two depot area.
3.	December 16, 2021	General Consultant (GC) team two members and RITES team (SIA Consultant) Mr. Goutam Singh Ms. Pooja Patel	Visit at Jama Masjid station and corridor-1

During site visits, the team verified the alignment drawings of each station on the ground, identified the properties that would be impacted, and also identified few project stakeholders. The survey team visited each and every proposed station and alignment as per the drawing provided by UPMRC. The team identified potentially impacted properties, indicating their nature and types along the alignment of both the corridors and depots.

3.2 Survey tools and data collection

Survey tools i.e., census & socio-economic survey questionnaire, public & stakeholder consultations, focus group discussions questionnaires, etc. were developed based on reconnaissance survey and discussed and approved by the client. (The questionnaire of Census & Socio-economic Survey and Consultations is attached as **Annexure A: Survey Tools**).

3.3 Training and Capacity building of Surveyors

Half-day training was arranged at the RITES office in Gurugram on February 22, 2022, for the capacity building of surveyors. In this training, tools & techniques for carrying out census & socio-economic survey, public & stakeholder consultations, and FGDs were thoroughly explained to the surveyors. **Figure 2-1** shows the training and discussion with surveyors.

Figure 2-1: Training and Discussion with Survey Team



3.4 Enumeration of structure and mapping

Before the actual HH socio-economic survey, all the structures that are likely to be impacted by the project were identified and enumerated, considering Col. The first step was to number the structures in chalk. One point was selected from where the numbering starts. The survey team was divided into groups, which then started numbering from different points. Once the numbering was done, it was verified with the client and site engineer to check whether any structures were left out. Once this was finalized, the structures were numbered in paint.



3.5 Census and Socio-economic Survey

The survey team visited the impacted locations as well as each and every potentially impacted HH to record the details of the impacted properties (including common properties) and to collect socio-economic data of the affected persons/HHs.

Two sets of data were collected through a socio-economic survey. One related to impacted properties a) owned by individual person or HH and b) common properties. The enquiries aim at assessment of types and extent of damage in the form of loss of open land, homestead land, loss of living quarters and other physical infrastructures due to demolition of buildings, loss of commercial and business activities, loss of occupied land, loss of structures illegally constructed for dwelling or business, loss of tenant contract, loss of community facilities & utilities, social networks & social organization, cultural systems.

The other set of enquiry aims at preparing socio-economic profile of the project impacted people, including demographic features like HH size, age distribution, sex ratio, education, and economic characteristics like occupation, HH income and source of income, annual HH expenditure, commercial or self-employment activities, employment pattern, indebtedness, health issues, gender issues, opinion on resettlement and rehabilitation, etc. Most of the questionnaire was left pre coded except those reflecting the opinions and views of the PAPs, which was left open ended.

3.6 Observations/ Physical Verifications

Observation as a survey approach was applied in all social survey tools. For all structures that were covered for the preparation of inventory of losses, both still and video images were captured. This process helped both in validations of field data collected and also as a proof of structure condition or status for future cut-off date reference purposes.

3.7 Interview with Key informants

The survey team first identifies key informants in the project area and conducted interview with them for collection of valuable information on the proposed project. **(Annexure B: Format for Interview Tool)**

3.8 Public/Stakeholders Consultation at Project Level

Public consultations and FGDs were conducted by survey team with the help of UPMRC officials through community meetings with PAPs as well as the general public at particularly impacted locations. The objective of conducting public consultation and FGDs is to obtain the views and suggestions of the potentially impacted persons to minimize adverse social impacts. The consultation and discussion process involve various groups of affected persons, such as traders, women, squatters, kiosks, and other inhabitants. Special care was taken during the study to hold discussions with the women group to elicit the adverse effects they



will anticipate due to the project and their suggestions in this regard for mitigating the foreseeable adverse effects. **(Annexure C: Format of Public Consultation Survey Tool)**

Also, a separate consultation was conducted with Cultural Association official and the general public regarding the cultural and heritage monuments to understand and identify the impacts and adverse effects of project on cultural and heritage monuments and to know their suggestions related to project. **(Annexure D: Format of Interview Tool with Cultural and Heritage Association)**

Step 4: Data Analysis

4.1 Analysis of Baseline Data

Both quantitative and qualitative data analysis methods and statistical techniques were used to analyse the data collected from secondary sources as well as primary survey to obtain required results.

4.2 Compilation and Verification of Data

Survey forms were duly filled out, consolidated, and entered into a database. This information was updated on a regular basis. Once the data was collected and finalized with all the necessary changes, analysis of collected data was done as per the corridors.

Step 5: Report Preparation

5.1 Preparation of Field Data Report

After the collection and analysis of primary data, a field data report was prepared. The report contents were project description, approach and methodology used for data collection, data tables on impacted properties, families, affected women, community structures, and socio-economic profile of project affected families.

5.2 Preparation of Draft RAP

Based on the information collected during the census and socio-economic survey, FGDs, preliminary public consultation, and interviews, the social analysis shall be carried out. The draft RAP report shall consist of a baseline socio-economic environment, social impacts analysis, policy and legal framework, entitlement matrix (EM), institutional arrangement, relocation and resettlement, income restoration, grievance redress mechanism, implementation schedule, monitoring and evaluation, and cost estimate. Draft RAP was prepared and presented to UPMRC and EIB for their comments and suggestions.

5.3 Stakeholders Consultation/ Public Disclosure

After the preparation of draft RAP, a public consultation shall be organized by UPMRC at the city level. The consultant shall assist the UPMRC in the identification of stakeholders,

conducting the public disclosure, and addressing the comments and suggestions received during the RAP process.

5.4 Preparation of Final RAP Report

All comments and suggestions received from UPMRC and EIB are incorporated in the final RAP report and the same will be submitted to the UPMRC. The flow chart showing the methodology adopted for SIA/RAP study is shown in the **Figure 2-2**. The news clipping of SIA study notification is represented in **Figure 2-3**.

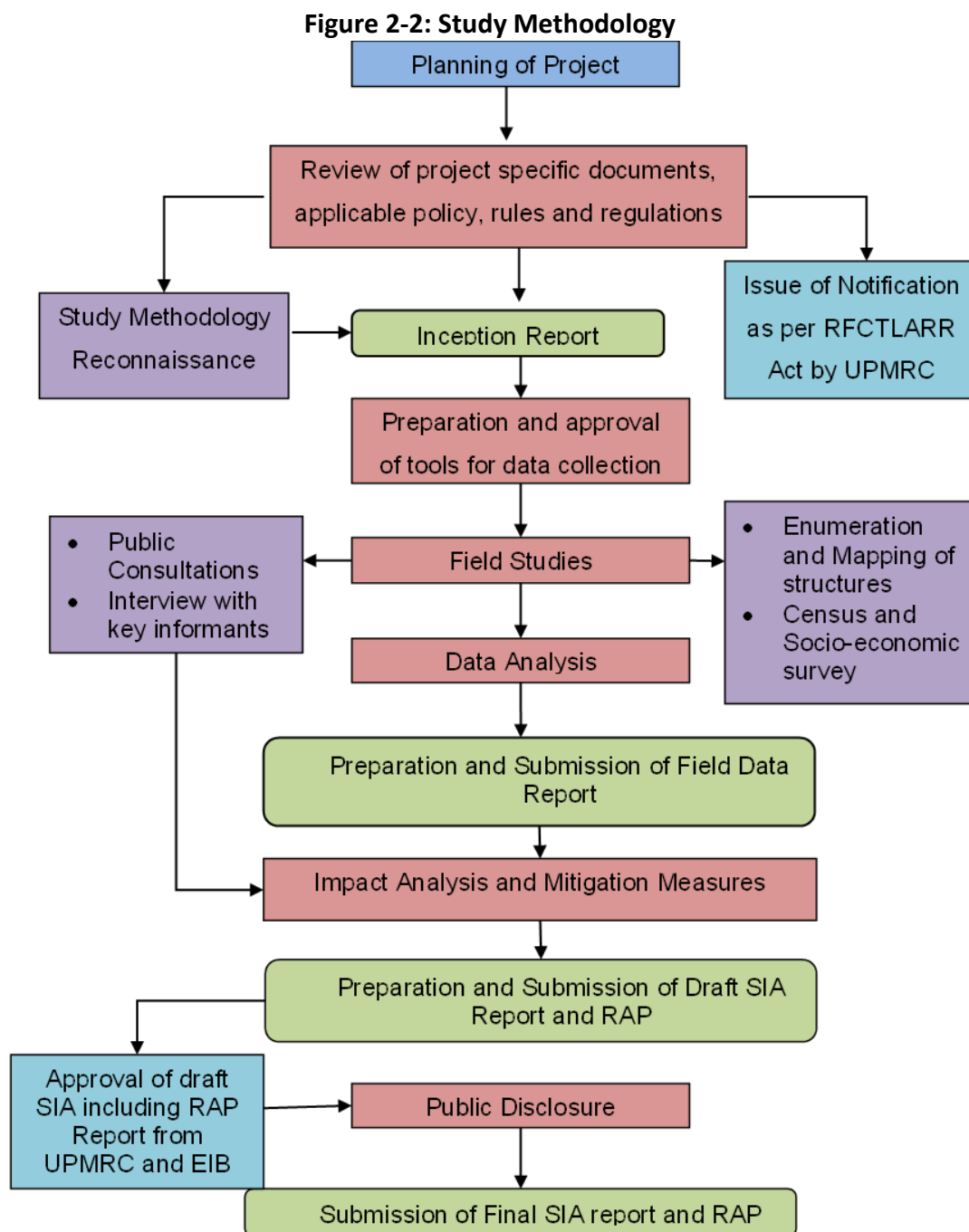


Figure 2-3: Cut-Out of SIA Study Notification

फरवरी से राइट्स करेगी मेट्रो के सामाजिक प्रभाव का अध्ययन

राइट्स की टीम जगह-जगह करेगी बैठक

AGRA (13 Jan.) : मेट्रो प्रोजेक्ट से शहरवासियों को क्या फायदा होगा, रेल इंडिया टेक्निकल एंड इकोनॉमिक सर्विस (राइट्स) द्वारा फरवरी से इसका अध्ययन किया जाएगा. यह दो से तीन महीने तक चलेगा. राइट्स की टीम जगह-जगह बैठकें करेगी. दिसंबर 2023 में प्राथमिकता वाले छह किमी लंबे कारिडोर पर मेट्रो का संचालन शुरू होगा. इसमें सार्वजनिक परामर्श, जनगणना और सामाजिक-आर्थिक सर्वेक्षण किया जाएगा.



● फतेहबाद रोड पर तेजी से चल रहा मेट्रो का कार्य.

तीन एलिवेटेड स्टेशनों का होना है निर्माण

272 करोड़ रुपए से फतेहबाद रोड पर मेट्रो के तीन एलिवेटेड स्टेशनों का निर्माण चल रहा है. जल्द ही तीन अंडरग्राउंड स्टेशनों का निर्माण शुरू होगा. उप्र मेट्रो रेल कारपोरेशन के एक अधिकारी ने बताया कि राइट्स की समाजिक सर्वेक्षण टीम सरकारी विभागों, नागरिकों, परियोजना से प्रभावित लोगों, रजिस्टर्ड वेलफेयर एसोसिएशन (आरडब्ल्यूए) के प्रतिनिधियों, सांस्कृतिक और विरासत कल्याण संघों, ट्रेड यूनियन/मार्केट प्रतिनिधियों, शैक्षणिक संस्थानों, वैज्ञानिकों, समुदाय आधारित संगठन, गैर सरकारी संगठनों सहित परियोजना के हितधारकों से बातचीत करेगी. शहर में मेट्रो ट्रैक 30 किमी लंबा होगा. सिकंदरा तिराहे से ताज पूर्वी गेट तक पहला कारिडोर 14 किमी और कैट रेलवे स्टेशन से कालिंदी विहार तक दूसरा कारिडोर 16 किमी लंबा होगा. 27 स्टेशनों में बीस एलिवेटेड और सात अंडरग्राउंड होंगे.

तैयारी

राइट्स लेगी फरवरी में शहरवासियों से फीडबैक, जगह-जगह होंगी बैठकें

मेट्रो के सामाजिक प्रभाव का होगा अध्ययन

जागरण संवाददाता, आगरा : मेट्रो प्रोजेक्ट से शहरवासियों को क्या फायदा होगा, रेल इंडिया टेक्निकल एंड इकोनॉमिक सर्विस (राइट्स) द्वारा फरवरी से इसका अध्ययन किया जाएगा। यह दो से तीन माह तक चलेगा। राइट्स की टीम जगह-जगह बैठकें करेगी। दिसंबर 2023 में प्राथमिकता वाले छह किमी लंबे कारिडोर पर मेट्रो का संचालन शुरू होगा। इसमें सार्वजनिक परामर्श, जनगणना और सामाजिक-आर्थिक सर्वेक्षण किया जाएगा।

272 करोड़ रुपये से फतेहबाद रोड पर मेट्रो के तीन एलिवेटेड स्टेशनों का निर्माण चल रहा है। जल्द ही तीन अंडरग्राउंड स्टेशनों का निर्माण शुरू होगा।

उपर मेट्रो रेल कारपोरेशन के एक अधिकारी ने बताया कि राइट्स की सामाजिक सर्वेक्षण टीम सरकारी विभागों, नागरिकों, परियोजना से प्रभावित लोगों, रजिस्टर्ड वेलफेयर एसोसिएशन (आरडब्ल्यूए) के प्रतिनिधियों, सांस्कृतिक और विरासत कल्याण संघों, ट्रेड यूनियन/मार्केट

प्रतिनिधियों, शैक्षणिक संस्थानों, वैज्ञानिकों, समुदाय आधारित संगठन, गैर सरकारी संगठनों सहित परियोजना के हितधारकों से बातचीत करेगी।

शहर में मेट्रो ट्रैक तीस किमी लंबा होगा। सिकंदरा तिराहे से ताज पूर्वी गेट तक पहला कारिडोर 14 किमी और कैट रेलवे स्टेशन से कालिंदी विहार तक दूसरा कारिडोर 16 किमी लंबा होगा। 27 स्टेशनों में बीस एलिवेटेड और सात अंडरग्राउंड होंगे।



मेट्रो के सामाजिक प्रभाव का अध्ययन करेगी राइट्स

आगरा। ताजनगरी में मेट्रो के सामाजिक प्रभाव का अध्ययन रेल इंडिया टेकनीकल एंड इकोनोमिक सर्विस (राइट्स) करेगी। लोगों से मेट्रो प्रोजेक्ट को लेकर रायशुमारी की जाएगी। मेट्रो के आर्थिक एवं सामाजिक प्रभाव की रिपोर्ट बनाकर केंद्र सरकार को भेजी जाएगी।

सात दिसंबर, 2020 से आगरा में मेट्रो प्रोजेक्ट पर काम चल रहा है। एक साल में एलिवेटेड सेक्शन के तीन स्टेशनों का 50 फीसदी सिविल निर्माण हो सका है। छह स्टेशन का प्राथमिकता कॉरिडोर है। जिसके बीच अप्रैल, 2024 तक मेट्रो ट्रेन का ट्रायल प्रस्तावित है। मेट्रो प्रोजेक्ट का समाज पर क्या प्रभाव है, इसके आकलन के लिए राइट्स फरवरी, 2022 में सर्वे शुरू करेगी। सर्वे के निष्कर्षों को प्रोजेक्ट में शामिल किया जाएगा। परियोजना स्तर पर सार्वजनिक परामर्श, जनगणना का सर्वे होगा। सर्वे के लिए राइट्स सामाजिक संगठन, संस्थाओं के अलावा हितधारकों, सांस्कृतिक समूहों से बातचीत करेगी। ब्यूरो



3 SCOPE OF LAND ACQUISITION AND INVOLUNTARY RESETTLEMENT

3.1 Background

This chapter describes the LA and resettlement impacts arising out of the AMRP. UPMRC has published a SIA notification in vernacular language, which is Hindi, as per the provisions and requirements of Section 4 of the RFTCLARR Act, 2013 in a local newspaper of Agra for information disclosure to the public before the commencement of the SIA study. The cut-off date for THs is the date of first notification for LA for the project under applicable Act or GOs, and for NTHs, the completion date, i.e 16.03.2022 of the census & socio-economic survey for Corridor-1. The cut-off date for Corridor-2 will be released in phase manner. The information regarding the cut-off date is well documented and was disseminated throughout the project area at regular intervals in vernacular language. All the properties that are affected by the project were identified and enumerated considering the alignment, station location, including entry & exist, ramp area, depots as per the project drawing provided by UPMRC to carry out the RAP study.

3.2 Potential Impacts

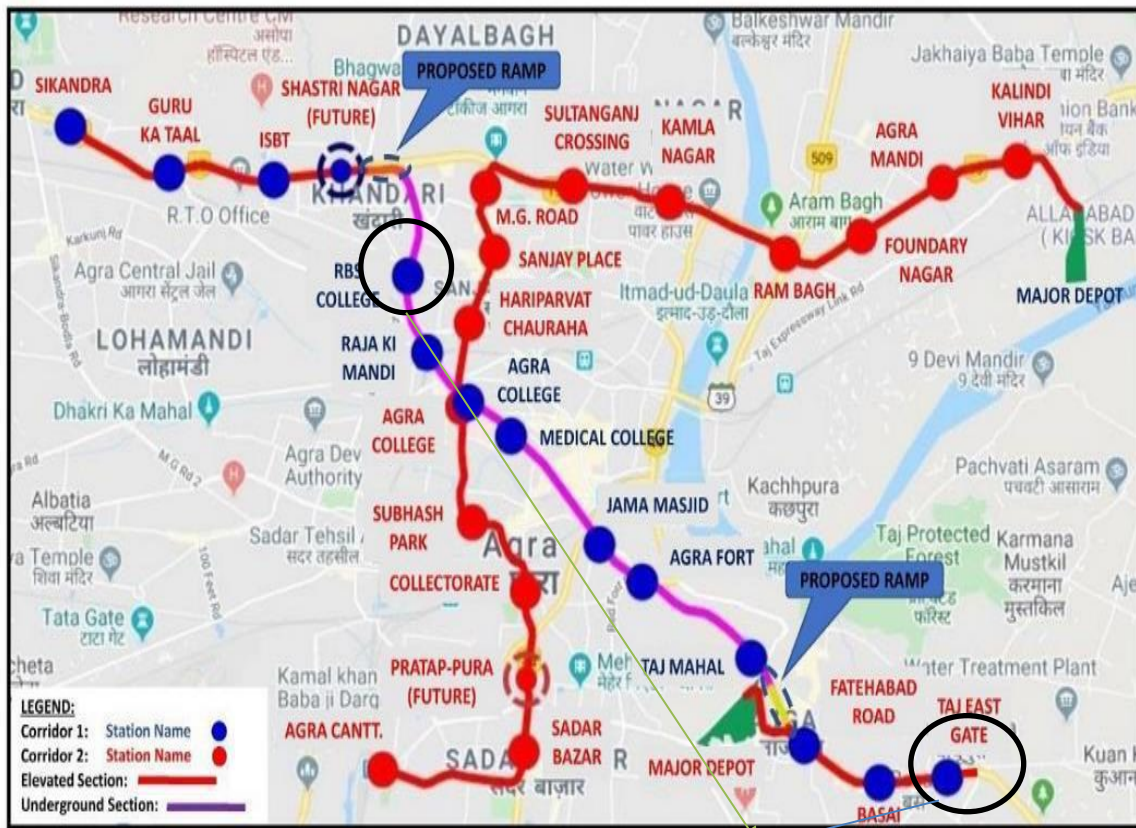
The anticipated negative impacts will include loss of land and structure, loss of livelihood, impact on HHs and persons, impact on women, vulnerable groups and loss of common property resources (CPR) and other structures. The anticipated positive impacts will include better transport facility, the generation of employment opportunities, the economic growth of the city, improvements in mobility, safe travel, a reduction in pollution and pollutants, and a more systematic and economical way of commute.

3.3 Land Requirement and Acquisition

The proposed metro project will involve 54.69 ha of permanent LA and 28.70 ha of temporary LA. Out of the total permanent land requirement, 0.34 ha belongs to the Central Govt. (Railway), 1.11 ha belongs to Central Govt. (Defence), 52.47 ha land belongs to State Govt. and the remaining 0.78 ha is private land.

Table 3-1 shows the total permanent and temporary land requirements for the project. The corridor map of AMRP is presented in **Figure 3-1**.

Figure 3-1: Corridor Map of AMRP



Note*: Construction for the AMRP is happening for Corridor 1 only, from Taj East Gate to RBS College stations.

As on date, the construction for the AMRP is happening only on Corridor 1, from Taj East Gate to RBS College stations. Based on the findings of SIA Study, no physical and economic displacement has happened due to the permanent and temporary acquisition of government land till date in the section where construction work is happening. In corridor 1, 0.45 ha of private vacant land is required on a temporary basis for the construction of an underground station at RBS College, and there will also be no impact on persons/people due to the temporary acquisition of govt vacant land. In corridor 2, 12.23 ha of government vacant land (barren non forest) is required for the construction of depot, and there will be no impact due to the temporary acquisition. To avoid LA and IR, the alignment and other facilities of the project are designed and developed on the government open land and median of the road. A detailed design consultant appointed by UPMRC is working on the alignment design to avoid impact on private properties in remaining section and Corridor 2. **Table 3-1** shows total permanent and temporary land requirement for the project.

Table 3-1: Total Land Requirement (In ha)

Type of Land		Corridor 1		Corridor 2		Total	
		P	T	P	T	P	T
Central Govt.- Railway	Area	0.06	0.45	0.2798	-	0.34	0.45
	%	0.18	2.73	1.27	-	0.62	1.57

Type of Land		Corridor 1		Corridor 2		Total	
		P	T	P	T	P	T
Central Govt.- Defence	Area	0.60	0.57	0.50	-	1.11	0.57
	%	1.85	3.46	2.29	-	2.03	1.99
State Govt.	Area	31.76	15.00	20.71	12.23	52.47	27.23
	%	97.24	91.07	94.00	100	95.93	94.88
Private	Area	0.24	0.45	0.54	-	0.78	0.45
	%	0.74	2.73	2.45	-	1.43	1.57
Total		32.66	16.47	22.03	12.23	54.69	28.70

Source: Supplementary DPR for Rail Based Mass Rapid Transit System in Agra, 2019

The corridor wise land requirement as per the supplementary document to DPR 2019 and the floor area of affected structures are given in **Table 3-2** and **Table 3-3**. The land requirements for both corridors have been kept at a minimal requirement by the private land holders. Based on the findings of the census & socio-economic survey, there is no impact due to the temporary acquisition of private and government land. The vacant government land is barren non-forest land by nature. The required government land will be transferred from the respective departments to UPMRC for the project. LA, Compensation and Rehabilitation & Resettlement Assistance for the project will be guided by the RFCTLARR, Act, 2013, the Street Vendors Act, 2014 as applicable and policies of GoUP.

Table 3-2: Land Requirement (in ha): Corridor-1

Ownership	Purpose	Permanent Land	Temporary land	Structures (Floor area)
Central Government - Railway	Alignment, Stations & Ancillary Building etc.	0.06	0.45	-
Total		0.06	0.45	-
Central Government – Defense	Alignment, Stations & Ancillary Building etc.	0.60	0.57	-
Total		0.60	0.57	-
State Government	Alignment, Stations & Ancillary Building etc.	3.22	2.70	0.02
	Depot	20.80	-	4.73
	PD & Parking	6.74	-	-
	Construction Depot	-	12.30	-
	RSS & Misc	1.00	-	-
Total		31.76	15.00	4.75

Ownership	Purpose	Permanent Land	Temporary land	Structures (Floor area)
Private	Alignment, Stations & Ancillary Building etc.	0.24	0.45	0.02
	Depot	-	-	-
Total		0.24	0.45	0.02

Source: Supplementary DPR for Rail Based Mass Rapid Transit System in Agra, 2019

Table 3-3: Land Requirement (in ha): Corridor-2

Ownership	Purpose	Permanent Land	Temporary land	Structures (Floor area)
Central Government - Railway	Alignment, Stations & Ancillary Building etc.	0.28	-	0.03
Total		0.28	-	0.03
Central Government – Defense	Alignment, Stations & Ancillary Building etc.	0.50	-	-
Total		0.50	-	-
State Government	Alignment, Stations & Ancillary Building etc.	1.78	-	0.09
	Depot	11.90	-	-
	PD & Parking	6.03	-	-
	Construction Depot	-	12.23	-
	RSS & Misc	1.00	-	-
Total		20.71	12.23	0.09
Private	Alignment, Stations & Ancillary Building etc.	0.54	-	0.63
	Depot	-	-	-
Total		0.54	-	0.63

Source: Supplementary DPR for Rail Based Mass Rapid Transit System in Agra, 2019

3.4 Summary of impact on Properties and HHs

A project census survey was carried out to identify the properties and HHs who would be affected by the project. Due to the proposed project, 96 properties/structures will likely get affected. Among these, 11 properties (2 TH, 3 NTH and 6 Govt.) will likely get affected in corridor-1 and 85 properties (41 TH, 37 NTH and 7 Govt.) will likely get affected in corridor-2. It was found that a total of 143 HHs/Units (3 HHs/Units in corridor-1 and 140 HHs/Units in



corridor-2) will likely get affected by this project. The details of affected properties and HHs are provided **Table 3-4** and **Table 3-5**. The chainage wise list of affected properties & households is provided in **Annexure F**.

Table 3-4: Summary of Affected Properties/Structures

S. No	Ownership	Res. (Hut)	Comm.	Res.-cum.-comm	Temple with Res.	Kiosks (Mobile Vendors)	Open Plots	Public Infrastructure					Total	
								Park	Toilet	Green Belt	Medicine Store	Clinic		Govt. Office
a. Corridor-1														
i	THs	-	-	-	-	-	2	-	-	-	-	-	-	2
ii	NTHs	-	-	-	-	3	-	-	-	-	-	-	-	3
iii	Government	-	-	-	-	-	4	2	-	-	-	-	-	6
Total		-	-	-	-	3	6	2	-	-	-	-	-	11
b. Corridor-2														
i	THs	-	37	-	-	-	4	-	-	-	-	-	-	41
ii	NTHs	-	5	1	1	24	-	-	-	-	-	-	-	37
iii	Government	-	-	-	-	-	1	1	1	1	1	1	1	7
Total		6	42	1	1	24	5	1	1	1	1	1	1	85

Source: Census & Socio-economic Survey, March 2022

Table 3-5: Summary of Project Affected HHs/Units

Corridors	THs		NTHs							Total
	Comm.	Open Plot	Res. (Hut)	Res-cum-Comm.	Comm. (Squatters)	Comm. (Mobile Vendors)	Tenant (Comm.)	Employees (Comm.)	Residents in Temple	
C-1	-	-	-	-	-	3	-	-	-	3
C-2	37	4	6	1	5	24	19	43	1	140
Total	37	4	6	1	5	27	19	43	1	143

Source: Census & Socio-economic Survey, March 2022

3.5 Usage of Affected Properties

A total of 96 properties are likely to be affected. Out of the total affected properties, six (6 NTH) are residential, 42 (37 TH & 5 NTH) are commercial, one (NTH) is res.-cum-comm.), 27 (NTH) are mobile vendors, one (NTH) is temple with residence, 11 (6 TH & 5 Govt.) are open plots, three (Govt.) are community parks, one (Govt.) is toilet, and four are other govt. properties. The majority of the impacted properties are reported in corridor-2 which are being used as a commercial unit and mostly occupied illegally. Mobile vendors have illegally occupied government land and are operating in non-vending zones. The concerned authority has not given any permission or license to these vendors for the operation of their services. Based on the findings of the SIA Study, mobile vendors do not change their locations for the operation of services and goods. They usually change locations when government authorities remove them from government land. The mobile vendors are aware that they are operating on government land and can be removed at any time by the concerned authorities. The structures from which they are operating are movable in nature and can be relocated. Mobile vendors are ready to change their locations during the project implementation and believe that during the construction work, workers at construction sites will avail or buy goods and services from them. The details of affected properties and HHs are presented in **Table 3-6**.

Table 3-6: Usage of Affected Properties

S. No	Usage	Ownership	Corridor 1		Corridor 2		Total	
			Prop .	HHs/ Units	Prop.	HHs/ Units	Prop .	HHs/ Units
1	Residential (Hut)	NTH	-	-	6	6	6	6
2	Commercial	TH (Including Trust*)	-	-	37	99**	37	99
		NTH	-	-	5	5	5	5
3	Res-cum-Comm.	NTH	-	-	1	1	1	1
4	Kiosks (Mobile Vendors)	NTH	3	3	24	24	27	27
5	Temple with Residence	NTH	-	-	1	1	1	1
6	Open Plots	TH (Including Trust)	2	-	4	4	6	4
		Govt.	4	-	1	-	5	-
7	Park	Govt.	2	-	1	-	3	-
8	Toilet		-	-	1	-	1	-
9	Govt. Office		-	-	1	-	1	-

S. No	Usage	Ownership	Corridor 1		Corridor 2		Total	
			Prop.	HHs/Units	Prop.	HHs/Units	Prop.	HHs/Units
10	Green Belt of Railway Quarter		-	-	1	-	1	-
11	Medicine Store		-	-	1	-	1	-
12	Clinic (not in use)		-	-	4	-	4	-
Total			11	3	85	140	96	143

Source: Census & Socio-economic Survey, March 2022

*In Corridor-2, a commercial structure is owned by the trust but they have rented out to an individual. (Refer s. no. xxxiii of Definitions).

**99 HHs consist of 37 THs, 19 Tenants and 43 Employees

The details of affected properties and HHs/Units in Corridor - 1 are presented in **Table 3-7**. A total of 11 properties are likely to be affected, out of which eight (Govt.) are open plot/land, park and three are mobile vendors. The mobile vendors are located at Guru Ka Taal metro station.

Table 3-7: Station Wise Usage of Affected Properties/Structures (Corridor-1)

S. No	Station/ Area Name	Open Plots	Kiosks (Mobile Vendors)	Total	No. of HHs/Units
1	Taj Mahal	1	-	1	-
2	Jama Masjid	-	-	-	-
3	Medical College	1	-	1	-
4	Agra College	1	-	1	-
5	Raja ki Mandi	1	-	1	-
6	RBS college Ramp (Trust Land)	1	-	1	-
7	RBS college Ramp (Trust Land)	1	-	1	-
8	ISBT	1	-	1	-
9	Guru ka Taal	1	3	4	3
Total		8	3	11	3

Source: Census & Socio-economic Survey, March 2022

Station wise details of affected properties and HHs/Units of Corridor-2 are presented in **Table 3-8**. A total of 85 properties are likely to be affected. Out of the total properties, six (NTH) are residential, 42 (37 TH & 5 NTH) are commercial, one (NTH) is residential cum commercial, 24 (NTH) are mobile vendors, one (NTH) is temple with residence, five (4 TH and 1 Govt.) are open plots, one (Govt.) is community park, one (Govt.) is toilet, and four are other govt. properties.



Table 3-8: Station Wise Usage of Affected Properties/Structures in Corridor-2

Station/ Area Name	Res.		Comm.		Res.- cum- comm.	Temple with Res.	Kiosks (Mobile Vendors)	Open Plots		Public Infrastructure (Govt.)					Total	No. of Units	
	NTH	TH	NTH	NTH	NTH	NTH	NTH	TH (including Trust)	Govt.	Park	Toilet	Green Belt	Medicine Store	Clinic			Govt. Office
Agra Cantt.	-	-	-	-	-	-	6	-	-	-	-	1	-	-	1	8	6
Sadar Turning Point	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-
Sadar Bazar	-	-	1	-	-	-	1	-	-	-	1	-	-	-	-	3	2
Turn-2 (Before Subhash Park)	-	7	-	-	-	1	-	-	-	-	-	-	-	-	-	8	17
Subhash Park	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-
Sanjay Place	-	-	-	-	-	-	10	-	-	-	-	-	1	-	-	11	10
M.G. Road	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	4	4
Sultanganj Crossing	6	-	4	1	-	-	-	-	-	-	-	-	-	-	-	11	11
Ram Bagh	-	22	-	-	-	-	1	1	1	-	-	-	-	-	-	25	73
Kalindi Vihar Depot Ramp	-	8	-	-	-	-	2	3	-	-	-	-	-	-	-	13	17
Total	6	37	5	1	1	1	24	4	1	1	1	1	1	1	1	85	140

Source: Census & Socio-economic Survey, March 2022

*Govt. Office + Green Belt of Railway Quarter + Medicine Store + Clinic (not in use)

Table 3-9 shows the corridor wise extent of the impact on affected properties, excluding govt. properties, toilet, park, open plots, etc. Out of the total 83 properties, 81 (41 TH and 40 NTH) properties are found to be fully affected, which consist of 143 HHs/units, and the remaining two (TH) properties are partially affected. Both partially and fully affected properties will be compensated as per the RPF of AMRP and RFCTLARR Act, 2013. The majority of fully affected properties are reported in Corridor-2.

Table 3-9: Extent of Impact on Properties (Excluding Govt. Structures, Toilet, Park, Open Plots etc.)

S. No	Extent of Impact on Properties (TH & NTH Only)		C-1		C-2		Total
			TH	NTH	TH	NTH	
1	Fully	Prop.	-	3	41	37	81
		HHs/Units	-	3	103*	37	143
2	Partially	Prop.	2	-	-	-	2
		HHs/Units	-	-	-	-	-
Total	Prop.	Prop.	2	3	41	37	83
		HHs/Units	-	3	103	37	143

Source: Census & Socio-economic Survey, March 2022

*103 HHs consist of 41 THs, 19 Tenants and 43 Employees

Note: Partially affected: If the structure affected <50% of total constructed area.

Fully Affected: If the structure affected >50% of total constructed area.

A total of 81 properties are fully affected in both corridors. Out of the total affected properties, 06 (NTH) are residential, 42 (37 and 5 NTH) are commercial, one (NTH) is res.-cum-comm., 27 (NTH) are mobile vendors, one (NTH) is a temple with a residence, and four (TH) are open plots. Corridor wise affected properties and HHs are detailed in **Table 3-10**.

Table 3-10: Fully Affected Properties/Structures (TH & NTH Only)

S. No	Type of Properties		C-1		C-2		Total		
			TH	NTH	TH	NTH	TH	NTH	Total
1	Residential (Hut)	Prop.	-	-	-	6	-	6	6
		HHs/Units	-	-	-	6	-	6	6
2	Commercial	Prop.	-	-	37	5	37	5	42
		HHs/Units	-	-	99*	5	99*	5	104
3	Res-cum-Comm	Prop.	-	-	-	1	-	1	1
		HHs/Units	-	-	-	1	-	1	1
4	Kiosks (Mobile Vendors)	Prop.	-	3	-	24	-	27	27
		HHs/Units	-	3	-	24	-	27	27
5	Residence in Temple	Prop.	-	-	-	1	-	1	1
		HHs/Units	-	-	-	1	-	1	1
6	Open Plots	Prop.	-	-	4	-	4	-	4

S. No	Type of Properties		C-1		C-2		Total		
			TH	NTH	TH	NTH	TH	NTH	Total
		HHs/Units	-	-	4	-	4	-	4
	Total	Prop.	-	3	41	37	41	40	81
		HHs/Units	-	3	103	37	103	40	143

Source: Census & Socio-economic Survey, March 2022

*99 HHs consist of 37 THs, 19 Tenants and 43 Employees

Table 3-11 shows a corridor wise type of partially affected properties. A total two properties are partially affected due to the development of the station at RBS College in corridor 1.

Table 3-11: Partially Affected Properties (TH & NTH Only)

S. No	Type of Properties		C-1		C-2		Total		
			TH	NTH	TH	NTH	TH	NTH	Total
1	Open Plots	Prop.	2	-	-	-	2	-	2
		HHs/Units	-	-	-	-	-	-	-
Total		Prop.	2	-	-	-	2	-	2
		HHs/Units	-	-	-	-	-	-	-

Source: Census & Socio-economic Survey, March 2022

The pucca (permanent) properties are those, whose walls, roofs, and floors are made of permanent materials, such as burnt bricks and stones for walls (packed with lime or cement), roofs made of reinforced cement concrete (RCC), and floors made of cement concrete, which have a service life of more than 20 years. Semi-pucca (semi-permanent) properties are falling in between permanent and temporary structures, i.e., either any of their roofs and walls are of temporary materials or they have a mix of permanent and temporary construction materials. Kutchra (temporary) properties are those whose walls, roofs, and floors are made of temporary materials, such as unburnt bricks, bamboos, mud, wood plastic, thatched, etc., for walls and roofs that have a service life of only a couple of years.

The properties being affected by the project are of various types of construction, such as kutchra, semi-pucca, pucca, etc. Out of total 83 properties, 12 are kutchra in nature, four are semi-pucca in nature, 34 are pucca in nature, and 27 are owned by mobile vendors which is temporary in nature. The remaining six properties are privately owned open plots. The details of the type of constructions of affected properties are summarized in the **Table 3-12**.

Table 3-12: Type of Construction of Affected Properties (TH & NTH Only)

S. No	Type of Construction	Corridor 1		Corridor 2		Total		
		TH	NTH	TH	NTH	TH	NTH	Total
1	Kutchra (Temporary)	-	-	1	11	1	11	12
2	Semi-Pucca (Semi-Permanent)	-	-	3	1	3	1	4
3	Pucca (Permanent)	-	-	33	1	33	1	34

S. No	Type of Construction	Corridor 1		Corridor 2		Total		
		TH	NTH	TH	NTH	TH	NTH	Total
4	Kiosks (Mobile Vendors)	-	3	-	24	-	27	27
5	Open Plots (Pvt)	2	-	4	-	6	-	6
Total		2	3	41	37	43	40	83

Source: Census & Socio-economic Survey, March 2022

Table 3-13 shows the corridor wise extent of the impact on government properties. Out of the total 13 properties, seven are found to be fully affected, and the remaining six properties are partially affected. The fully affected properties include open plots, toilet, govt. office, medicine store, clinic (not in use), and the partially affected properties include open plots, park and green belt of railway quarter.

Table 3-13: Extent of Impact on Government Properties*

S. No	Name of Corridor	C-1	C-2	Total
1	Fully	2	5	7
2	Partially	4	2	6
Total		6	7	13

Source: Census & Socio-economic Survey, March 2022

* Including Govt. Structures, Toilet, Park, Open Plots etc.

Table 3-14 shows the corridor wise type of fully affected government properties. A total of seven properties are fully affected in both corridors. Out of the total affected properties, two are open plots, one is a park, one is a public toilet, one govt. office, one medicine store and one clinic which is not in use.

Table 3-14: Fully Affected Government Properties

S. No	Type of Properties	C-1	C-2	Total
1	Open Plots	1	1	2
2	Park	1	-	1
3	Toilet	-	1	1
4	Govt. Office	-	1	1
5	Medicine Store	-	1	1
6	Clinic (not in use)	-	1	1
Total		2	5	7

Source: Census & Socio-economic Survey, March 2022

Table 3-15 shows a corridor wise type of partially affected government properties. A total of six properties are partially affected in both corridors. Out of the total affected properties, three are open plots, two are community parks and one is a green belt of railway quarters.

Table 3-15: Partially Affected Government Properties

S. No	Type of Properties	C-1	C-2	Total
1	Open Plots	3	1	3
2	Park	1	1	2
3	Green Belt of Railway Quarter	1	1	1
Total		4	2	6

Source: Census & Socio-economic Survey, March 2022

Table 3-16 shows a total 13 government owned properties are likely to be affected by the metro project. Out of which, one is semi-pucca in nature, three are pucca in nature and nine are open plots including parks and green belt of railway quarters.

Table 3-16: Type of Construction of Affected Government Properties

S. No	Type of Construction of Affected Properties (Govt.)	C-1	C-2	Total
1	Semi-Pucca (Semi-Permanent)	1	1	1
2	Pucca (Permanent)	-	3	3
3	Open Plots, Parks, Green Belt of Railway Quarter	6	3	9
Total		6	7	13

Source: Census & Socio-economic Survey, March 2022

3.6 Impact on Households/Units

The project is anticipated to have an impact on a total of 143 HHs/Units in both corridors. In corridor-1, three mobile vendors HHs/Units are likely to be affected. Whereas in corridor-2, 140 HHs/Units, including 41 TH HHs (37 commercial & 04 open plots), six HHs of residential huts, one HHs of res.-cum-comm., one HHs of residency in temple, five HHs of commercial, 24 HHs of kiosks (mobile vendors), 19 tenants HHs, 43 employees HHs of commercial units, and one HHs of residency in temple, are likely to be affected by the project. Details of affected HHs and persons are presented in **Table 3-17**.

Table 3-17: No of Affected HHs/Units

Corridors	THs s/Units		NTHs/Units							T. HHs/U nits
	Com m.	Ope n Plot	Re s.	Res-cum-Com m.	Comm. (Squatt ers)	Kiosks (Mobil e Vendo rs)	Tenan t (Com m.)	Emp. (Com m.)	Resi. in Tem p.	
C-1	-	-	-	-	-	3	-	-	-	3
C-2	37	4	6	1	5	24	19	43	1	140
Total	37	4	6	1	5	27	19	43	1	143



Source: Census & Socio-economic Survey, March 2022
 *Excluding Govt. Structures, Toilet, Park, Open Plots etc.

Table 3-18 shows corridor wise physical displacement and affected HHs/Units. A total of eight properties will likely be affected by the proposed project. Out of total, six (NTH) are residential hut, one (NTH) is res.-cum-comm., and one (NTH) is a temple with residence. No impact on residential properties is reported corridor-1. The six HHs/Units of residential huts are living on footpaths near Sultanganj crossing in the same cluster/location in a non-notified slum.

Table 3-18: Corridor Wise Details of Physical Displacement

S. No	Type of Properties	Corridor 1		Corridor 2		Total		
		TH	NTH	TH	NTH	TH	NTH	Total
1	Residential	-	-	-	6	-	6	6
2	Res.-cum-Comm.	-	-	-	1	-	1	1
3	Temple with Residency	-	-	-	1	-	1	1
Total		-	-	-	8	-	8	8

Source: Census & Socio-economic Survey, March 2022

The economic displacement or loss of livelihood mostly includes the loss of commercial structures such as grocery stores, tea stalls, pan shops, small eateries, other provisional stores, etc. The type of construction of these commercial structures affected by the project are mostly kutchra and pucca in nature, which also includes mobile vendors. The findings of the project census survey reveal that a total 135 HHs will face loss of livelihoods, out of which five (TH) land owners will lose their land, 37 HHs (TH) and five HHs (NTH) will face loss of commercial structures, and 27 HHs (mobile vendors) will also be affected by the proposed project. In addition, 19 commercial tenants will face a loss of business activity, and 43 employees will be affected by the proposed project. The details of the impact on livelihoods in the project are presented in the **Table 3-19**.

Table 3-19: Corridor Wise Details of Economic Displacement

S. No	Type of Affected Properties	Ownership	Corridor 1	Corridor 2	Total
1	Land Only	TH	-	4	4
2	Commercial	TH including Trust	-	37	37
3	Commercial (Squatters)	NTH	-	5	5
4	Kiosks (Mobile Vendors)	NTH	3	24	27
5	Commercial Tenant	NTH	-	19	19
6	Employee	NTH	-	43	43
Total			3	132	135

Source: Census & Socio-economic Survey, March 2022

3.7 Impact on Vulnerable Households

Speaking about vulnerability among HHs, 13 vulnerable HHs are likely to be affected. This includes three HHs in BPL category, one HHs Person with Disability (PwD) category, five HHs in SC category, one HHs in SC with a BPL category, one HHs in the SC with WHHs category, and two HHs in the WHHs category. **Table 3-20** shows corridor wise details of vulnerable HHs. The chainage wise list of Vulnerable PAHs is provided in **Annexure G**.

Table 3-20: Corridor Wise Impact on Vulnerable HHs

S. No	Vulnerability	Corridor-1		Corridor-2		Total
		TH	NTH	TH	NTH	
1	BPL	-	-	-	3	3
2	PwD	-	-	1	-	1
3	SC	-	-	3	2	5
4	SC with BPL	-	-	-	1	1
5	SC with WHHs	-	-	-	1	1
6	WHHs	-	-	2	-	2
Total		-	-	6	7	13

Source: Census & Socio-economic Survey, March 2022

3.8 Impact on Women

The metro project will impact 26 women in corridor-2. No women are impacted in corridor-1. One HHs is SC with WHHs, and two WHHs are reported in corridor-2.

3.9 Impact on Government, Community and Other Properties

Corridor wise details of affected government, community, and other properties are presented in **Table 3-21**. No heritage building is affected by the development of the AMRP. Five open plots, one public toilet, three parks, and four other government properties are likely to be affected across both corridors. CPRs will be compensated either by cash compensation at replacement cost to the community (registered trust, society, or village committee as appropriate) or community structure will be re-constructed at a new location in consultation with the affected community.

Table 3-21: Corridor Wise Impact on Government, Community and Other Properties

S. No	Type of Properties	Corridor 1	Corridor 2	Total
1	Open Plots	4	1	5
2	Toilet	-	1	1
3	Park	2	1	3
4	Govt. Office	-	1	1
5	Medicine Store	-	1	1



S. No	Type of Properties	Corridor 1	Corridor 2	Total
6	Clinic (not in use)	-	1	1
7	Green Belt of Railway Quarter	-	1	1
Total		6	7	13

Source: Census & Socio-economic Survey, March 2022

3.10 Details of Mobile Vendors

The affected mobile vendors are already incorporated in the above sections. This section shows the details of the services provided by the mobile vendors, who are likely impacted by the project. Mobile vendors have illegally occupied government land and are operating in non-vending zones. The concerned authority has not given any permission or license to these vendors for the operation of their services. Based on the findings of the SIA Study, mobile vendors generally do not change their locations and shift nearby area for the operation of services and goods. They usually change locations when government authorities remove them from government land. The mobile vendors are aware that they are operating on government land and can be removed at any time by the concerned authorities. The structures from which they are operating are movable in nature and can be relocated.

Prior to the construction of metro work, UPMRC will carry out utility shifting and road-widening work to avoid traffic snarls near the project site. During the execution of construction work, the project site will be barricaded by providing the working area and slip road for traffic movement on both sides for operation. A total of 27 mobile vendors are operating within the RoW in both corridors (Corridors length - 29.40 km) and were covered during the census and socio-economic survey. During the execution of metro work, UPMRC will ensure no mobile vendors/kiosk or establishments are disturbed. The AMRP will not affect the livelihood of mobile vendors, as the structures are moveable in nature and can be shifted. The mobile vendors can operate from the same location; however, they might shift 3 to 4 meters from the existing location during the implementation of the project. Mobile vendors are ready to shift their locations during the project implementation and believe that during the construction work, workers at construction sites will avail or buy goods and services from them.

UPMRC is also executing the Kanpur Metro Rail Project (KMRP), the vendors are operating from the same location; at a few locations, they shifted 2 to 3 mts to accommodate the construction activity. The AMRP will follow the same approach to avoid negative impact on mobile vendors. **Table 3-22** shows the name of the station and vendor, type of goods and services sold, type of structure, and number of years in business.

Table 3-22: Corridor Wise Details of Mobile Vendors

S. No	Station Name	Type of Goods/Service Sold	Type of Structure	No. of Years
Corridor-1				
1	Guru Ka Taal	Cobbler (Mochi)	Movable Shoes Repairing Tools	6
2		Helmet Seller	Operating through Motorcycle	15
3		Sunglasses Seller	Operating through Motorcycle	10
Corridor-2				
4	Agra Cantt.	Cobbler (Mochi)	Movable Shoes Repairing Tools	30
5		Cobbler (Mochi)	Movable Shoes Repairing Tools	40
6		Barber (Nai)	Operating through Single Chair	5
7		Barber (Nai)	Operating through Single Chair	20
8		Barber (Nai)	Operating through Single Chair	45
9		Drinking Water Seller	Mobile Cart	1 Month
10	Sadar Bazar	Tobacconist (Panwari)	Small Mobile Kiosk	12
11	Sanjay Place	Food Joint	Mobile Cart	5
12		Tobacconist (Panwari)	Small Mobile Kiosk	40
13		Tea Seller	Movable utensils and other tools	10
14		Barber (Nai)	Operating through Single Chair	3
15		Cobbler (Mochi)	Movable Shoes Repairing Tools	12
16		Cycle Mechanic	Floor Vendors	20
17		Food Joint (Bhelpuri Seller)	Mobile Cart	42
18		Tea Seller	Mobile Cart	10
19		Food Joint (Patties Seller)	Mobile Cart	8

S. No	Station Name	Type of Goods/Service Sold	Type of Structure	No. of Years
20		Food Joint (Biryani Seller)	Mobile Cart	13
21	M.G. Road	Tobacconist (Panwari)	Small Mobile Kiosk	12
22		Juice Seller	Mobile Cart	7
23		Food Joint (Chole Bathure Seller)	Mobile Cart	10
24		Tobacconist (Panwari)	Small Mobile Kiosk	2
25	Ram Bagh	Barber (Nai)	Operating through Single Chair	40
26	Kalndi Vihar Depot Ramp	Food Joint	Mobile Cart	18
		(Chole Kulche Seller)	Mobile Cart	
27		Tobacconist (Panwari)	Small Mobile Kiosk	3

Source: Census & Socio-economic Survey, March 2022

Table 3-23 shows the corridor wise socio-economic characteristics of the mobile vendors. The majority (77.78%) of them are Hindus, whereas 22.22% are Muslims. The social stratification of the affected vendors in the project area indicates majority of the vendors are from Other Backward Caste (OBC) population with 17 (62.96%), followed by general category with seven (25.93%) and remaining three (11.11) vendors belong to SC population. The majority (51.85%) of the HHs are joint HH, whereas 44.44% are nuclear, followed by 14.81% as individuals. Speaking about family size, 55.56% of HHs are medium, 29.63% are small, and 14.81% are large family in size. As far as economic condition are concerned, only 11.11% of vendors fall BPL. The majority (70.37%) of HHs have one earning member, whereas 51.85% HHs have more than four dependent members.

Table 3-23: Corridor Wise Socio-Economic Characteristics of Mobile Vendors

Socio-economic Characteristics		Corridor 1		Corridor 2		Total	
		N	%	N	%	N	%
Religious Group	Hindu	3	11.11	18	66.67	21	77.78
	Muslim	-	-	6	22.22	6	22.22
Total		3	11.11	24	88.89	27	100
Social Group	SC	-	-	3	11.11	3	11.11
	OBC	1	3.70	16	59.26	17	62.96
	General	2	7.41	5	18.52	7	25.93
Total		3	11.11	24	88.89	27	100
Family Pattern	Joint	2	7.41	12	44.44	14	51.85
	Nuclear	1	3.7	11	40.74	12	44.44



Socio-economic Characteristics		Corridor 1		Corridor 2		Total	
		N	%	N	%	N	%
	Individual	-	-	1	3.7	1	3.7
Total		3	11.11	24	88.89	27	100
Size of Family	Small	1	3.7	7	25.93	8	29.63
	Medium	2	7.41	13	48.15	15	55.56
	Large	-	-	4	14.81	4	14.81
Total		3	11.11	24	88.89	27	100
BPL	Yes	-	-	3	11.11	3	11.11
	No	3	11.11	21	77.78	24	88.89
Total		3	11.11	24	88.89	27	100
Work Place	less than 5 years	-	-	6	22.22	6	22.22
	5_10	2	7.41	5	18.52	7	25.93
	more than 10	1	3.7	13	48.15	14	51.85
Total		3	11.11	24	88.89	27	100
Earning Members	1	2	7.41	17	62.96	19	70.37
	2	-	-	2	7.41	2	7.41
	3	-	-	3	11.11	3	11.11
	4	1	3.7	2	7.41	3	11.11
Total		3	11.11	24	88.89	27	100
Dependents	1	1	3.7	3	11.11	4	14.81
	2	2	7.41	-	-	2	7.41
	3	-	-	7	25.93	7	25.93
	more than 4	-	-	14	51.85	14	51.85
Total		3	11.11	24	88.89	27	100

Source: Census & Socio-economic Survey, March 2022

Figure 3-2: Snapshots of Mobile Vendors along the Corridors





4 SOCIO-ECONOMIC INFORMATION AND PROFILE

4.1 Background

The draft RAP report is prepared based on census and socio-economic survey carried out across both corridors in March 2022 based on a detailed design drawing provided by UPMRC. The methodology adopted for census and socio-economic survey and the findings of the study are discussed in the following sections.

4.2 Demographic and Socio-economic Profile of UP and Agra City

According to the Census 2011, Agra City is the most populous city of UP. The area of Agra district is approximately spread on 4041 km². Demographic data for Agra district was collected from the 2011 census and has been analyzed to understand the demographic patterns. The total population growth of the city in 2021 is projected at 2.35% w.r.t 2020. The sex ratio of the district is 869 females per 1000 males, which is lower than the state ratio i.e. 912. The average literacy rate in Agra is 71.58%. **Table 4-1** indicates the demographic and socio-economic characteristics of UP and Agra district.

Table 4-1: Demographic and Socio-Economic Characteristics of UP and Agra District

S. No	Description	UP (Census 2011)	Agra District (Census 2011)
1.	Area (km ²)	2,40,928	4041
2.	Population	199,812,341	44,18,797
2.1	Male	104,480,510	23,64,953
2.2	Female	95,331,831	20,53,844
3.	Population Density (per sq. km)	829	1094
4.	0-6 population	30,791,331	6,73,955
5.	Sex Ratio	912	869
6.	Literacy Rate (%)	67.68	71.58
6.1	Males (%)	77.28	80.62
6.2	Females (%)	57.18	61.18
6.3	Gender Gap in Literacy rate (%)	20.10	19.44
7	Infant Mortality Rate (IMR)	50*	51 [^]
8	Maternal Mortality Ratio (MMR)	285 [^]	153 [^]

Source: District Census Handbook Agra, 2011

*Sample Registration System (SRS) 2014

[^]National Health mission district profile Agra 2016-2017



4.3 Socio- economic Profile of Affected Households

The alignment drawing and information provided by UPMRC officials were the basis for the identification of affected properties, project affected households (PAHs), and PAPs. Affected property includes land, private structures (TH and NTHs), and CPR (community, religious, government and other structures). To collect the information about the socio-economic profile of affected households, a questionnaire-based survey form was used by the team. These census survey form had the sections for collecting information about the property, type of structure, type of use, type of loss by the project, use of structure, status of ownership, and other basis information, whereas the questionnaire for socio-economic survey was used to collect the information pertaining to PAHs gender, social status, ethnicity, family particulars, education level, work profile and status, income level, and other related information. This information helps in preparation of a specific and focused SEP and other related plans for R&R activities.

The study covered 96 number of project affected properties, which included 83 HHs, both THs and NTHs. Out of 83 HHs, 79 HHs were available, whereas four HHs were not present during survey. The project team has made efforts to reach out to absentees by revisiting the affected properties to conduct a survey. Affected persons not staying in the concerned properties and nearby areas and those whose whereabouts could not be traced have not been covered in the survey. During the joint measurement survey (JMS) at the implementation stage, all the affected properties will be verified, and affected HHs that were not present during the census & socio-economic survey will be enumerated and incorporated into the RAP. Therefore, the following section of this chapter represents only 79 HHs, which includes both THs and NTHs, i.e tenants, employees, and squatters including mobile vendors. The analysis is based on the responses from the surveyed affected HHs. The study estimates that due to the development of the proposed project, 96 properties would be affected, out of the total affected properties, six (6 NTH) are residential, 42 (37 TH & 5 NTH) are commercial, one (NTH) is res.-cum-comm., 27 (NTH) are mobile vendors, one (NTH) is a temple with residence, 11 (6 TH & 5 Govt.) are open plots, three (Govt.) are community parks, one (Govt.) is toilet, and four are other govt. properties. The data collected through the survey generated the demographic and socio-economic profile of the affected population. The findings of the survey have been compiled, presented in tabular form, and discussed in the following sections.

4.3.1 Demographic Characteristics of Affected HHs and Persons

Table 4-2 shows the demographic characteristics (i.e. sex, age, and marital status) of the surveyed HH members. The socio-economic profile of employees is given in **Section 4.3.10**.

4.3.1.1 Gender and Sex ratio

The data on gender and sex ratio is very helpful indicator to know the participatory share of males and females in society, which is also an important indicator for the human development

index. Among the surveyed HH's, three vendors HHs are affected due to this project in corridor 1 and 109 HHs (76.12% male and 23.85% female) are likely affected in corridor-2.

Table 4-2: Demographic Characteristics of Affected Persons

Characteristics	Corridor-1	Corridor-2	Total
Sex			
Male	3 (100%)	83 (76.15%)	86 (76.79%)
Female	-	26 (23.85%)	26 (23.21%)
Total	3	109	112
Age group			
0-14	-	18 (16.51%)	18 (16.07%)
15-18	-	1 (0.92%)	1 (0.89%)
19-35	1 (33.33%)	35 (32.11%)	36 (32.14%)
36-59	2 (66.67%)	40 (36.70%)	42 (37.50%)
60 & above	-	14 (12.84%)	14 (12.50%)
NR	-	1 (0.92%)	1 (0.89%)
Total	3	109	112
Marital status			
Married	3 (100%)	78 (71.56%)	81 (72.32%)
Unmarried	-	3 (2.75%)	3 (2.68%)
Divorced	-	1 (0.92%)	1 (0.89%)
Widow/widower	-	7 (6.42%)	7 (6.25%)
Below 21 Years	-	20 (18.35%)	20 (17.86%)
Total	3	109	112

Source: Census & Socio-economic Survey, March 2022

The legal age for marriage in India is 21 for females and males.

Figure given in bracket indicates percentage (%)

4.3.1.2 Age group

The persons in the surveyed HHs have been categorized into five age groups. The distribution of member's age in various group shows that 18 (16.07%) of the total surveyed members are aged below 14 years, 1 (0.89%) of member belong to the age group of 15-18 years. 36 (32.14%) members belong to the age group of 19 to 35 years, which is a potentially productive age group; 42 (37.50%) of members belong to the age group of 36-59 years. The remaining 14 (12.50%) members are dependents who are over the age of 60 years. It is observed that the majority of members belong to 36-59 years age group.

4.3.1.3 Marital Status

The marital status of the surveyed HH members is indicated under four categories – married, unmarried, divorced and widow. It is observed that out of total PAPs, the majority of them,



81 (72.32%) are married, whereas three (2.68%) are unmarried, seven (6.25%) of them are widow and one (0.89%) is divorced and separated. The remaining 20 (17.86%) are below the age of 21.

4.3.2 Social Characteristics

Table 4-3 shows social characteristics like religious and social groups, HH pattern, and its size of PAHs. Table 4-4 shows the gender wise educational level of HH members.

Table 4-3: Corridor wise Social Characteristics of Affected HHs

Characteristics	Corridor-1	Corridor-2	Total
Religious groups			
Hindu	3(100)	67 (88.16)	70 (88.61%)
Muslim	-	9 (11.84)	9 (11.39%)
Total	3	76	79
Social groups			
SC	-	7 (9.21)	7 (8.86%)
OBC	1 (33.33)	33 (43.42)	34 (43.04%)
General	2 (66.67)	36 (47.37)	38 (48.10%)
Total	3	76	79
HH pattern			
Joint	2 (66.67)	47 (61.84)	49 (62.03%)
Nuclear	1 (33.33)	28 (36.84)	29 (36.71%)
Individual	-	1 (1.32)	1 (1.27%)
Total	3	76	79
HH size			
Small (2-4)	-	21 (27.63)	21 (26.58%)
Medium (5-7)	2 (66.67)	32 (42.11)	34 (43.04%)
Large (Above 7)	1 (33.33)	23 (30.26)	24 (30.38%)
Total	3	76	79

Source: Census & Socio-economic Survey, March 2022

4.3.3 Religious and social group

Data on religious groups was collected in order to identify people with specific religious beliefs among the surveyed HHs. The religious beliefs and social affiliation of the people are indicators that help to understand the cultural behaviour of the groups. The social and cultural behavior will help to understand the desires and preferences of surveyed HHs, which is a prerequisite to rehabilitate the surveyed members and their HHs. Table 4-3 shows that only 2 religious groups are reported in study area, viz., Hindu and Muslim. The study result shows that about 70 (88.61%) of the surveyed HHs are Hindu and remaining nine (11.39%) are Muslims. The majority of HHs are Hindu in both the corridors.



The social affiliation of the group differentiates them for benefits under government schemes. Social groups indicate status within the society, preferences and vulnerability. The HHs belonging to SCs and 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. OBCs are described as socially and educationally backward classes (SEBC). Under Article 340 of the Indian Constitution, it is obligatory for the government to promote the welfare of the OBCs, for example, the OBCs are entitled to 27% reservations in public sector employment and higher education. Except for the general category, all other groups need attention and to be addressed for their backward socio-economic conditions.

The survey result shows that the majority of HHs belong to the general category 38 (48.10%) followed by 34 (43.04%) HHs in the OBC category, and the remaining seven (8.86%) HHs belong to the SC.

4.3.3.1 HH pattern and HH sizes

HH Pattern and HH size indicate the fabric of sentimental attachment among the HH members, social value, economic structures, and financial burden. It is observed from **Table 4-3** that the majority of the HHs, 49 (62.03%) are living in joint families followed by 29 (36.71%) HHs in nuclear families, and the remaining one (1.27%) HH leaving alone.

HH size has been classified into three categories i.e. small (2-4), medium (5-7), and large (7 & above). **Table 4-3** shows that the majority of the HHs 34 (43.04%) are medium in size, followed by 24 (30.38%) HHs that are large in size, and the remaining 21 (26.58%) HHs that are small in size.

4.3.4 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 cases, education is a basic need and the best indicator of the socio-economic development of a region.

Table 4-4 shows that out of the total surveyed PAPs, about 45 (40.18%) PAPs are illiterate, among which 33 (29.46%) are male and 12 (10.71%) are female. So far as educational attainment is concerned, 24 (21.43%) are educated up to primary level, whereas only five (4.46%) PAPs have studied upto upper primary level. About 16 (14.29%) of them have studied up to high school. 14 (12.50%) of PAPs are graduate, among which 13 (11.61%) are male and one (0.65%) is female. Seven (6.25%) PAPs are postgraduate, among which six (5.36%) are male and one (0.89%) is female.

Table 4-4: Gender Wise Education Level of PAPs

Level of Education		Corridor-1			Corridor-2			Total		
		M	F	T	M	F	T	M	F	T
Illiterate	No.	1	-	1	32	12	44	33	12	45
	%	0.89	-	0.89	28.57	10.71	39.29	29.46	10.71	40.18
Primary	No.	-	-	-	15	9	24	15	9	24
	%	-	-	-	13.39	8.04	21.43	13.39	8.04	21.43
Upper Primary	No.	1	-	1	4	-	4	5	-	5
	%	0.89	-	0.89	3.57	-	3.57	4.46	-	4.46
High School	No.	1	-	1	12	3	15	13	3	16
	%	0.89	-	0.89	10.71	2.68	13.39	11.61	2.68	14.29
Graduate	No.	-	-	-	13	1	14	13	1	14
	%	-	-	-	11.61	0.89	12.50	11.61	0.89	12.50
Post Graduate	No.	-	-	-	6	1	7	6	1	7
	%	-	-	-	5.36	0.89	6.25	5.36	0.89	6.25
NA/NR	No.	-	-	-	1	-	1	1	-	1
	%	-	-	-	0.89	-	0.89	0.89	-	0.89
Total		3	-	3	83	26	109	86	26	112
%		2.68	-	2.68	74.11	23.21	97.32	76.79	23.21	100

Source: Census & Socio-economic Survey, March 2022

*Note: PAPs of age groups of 0-5 are not considered in the above table.

4.3.5 Economic Characteristics

The economic condition of surveyed HHs describes the occupational pattern, total HH income, and number of earning and dependent members. The occupational pattern includes work in which the surveyed PAPs are involved. The HH income includes the income of all the earning members in each HH. The earning members include the people who work and earn to contribute to the HH; however, dependents include housewives, children, elderly people, and others who cannot work and earn. Three PAPs are in corridor-1.

4.3.5.1 Working Status, Employment Pattern and Occupation of surveyed PAHs and PAPs

The gender wise economic characteristics of the surveyed PAPs are indicated in **Table 4-5**. The table shows that PAPs above 18 years of age are considered for working status, employment pattern, and type of occupation. The table also represents earning and dependent members of surveyed HHs.

Out of 112 PAPs, 94 are above the age of 18 and considered to be working group. Out of 94 PAPs, 86 are working and 8 are not. Among the working class, 77 (89.53%) are male and none (10.47%) are female. The employment patterns of surveyed PAPs engaged in self-employment are 81 (94.19%), four (4.65%) salaried PAPs, and one (1.16%) daily wager. The

occupational patterns of the surveyed PAPs are recorded to assess their skills so that an income generation plan can be prepared accordingly for an alternative income generating scheme. Secondly, occupational pattern helps in identifying the dominant economic activity in the area.

Table 4-5: Economic Characteristics

Characteristics	Corridor-1	Corridor-2	Total PAPs
<u>PAPs</u>			
Working Status of PAPs			
Working			
Male	3(100%)	74(89.16%)	77(89.53%)
Female	-	9(10.84%)	9(10.47%)
Total	3	83	86
Not Working			
Male	-	1(12.50%)	1(12.50%)
Female	-	7(87.50%)	7(87.50%)
Total	-	8	8
Employment Pattern of PAPs			
Self-employed			
Male	3(100%)	69(83.13%)	72(83.72%)
Female	-	9(10.84%)	9(10.47%)
Salaried			
Male	-	4(4.82%)	4(4.65%)
Female	-	-	-
Daily Wager			
Male	-	1(1.20%)	1(1.16%)
Female	-	-	-
Total	3	83	86
Occupation (PAPs)			
Artisan	-	2(2.41%)	2(2.33%)
Labour	-	5(6.02%)	5(5.81%)
Business/ Trade/ Mobile Vendor	3(100%)	75(90.36%)	78(90.70%)
Private Service	-	1(1.20%)	1(1.16%)
Total	3	83	86
<u>Project Affected HHs</u>			
Monthly income (HHs)			
Rs.<5000	-	2(2.63%)	2(2.53%)
Rs.5001 -10,000	2(66.67%)	19(25.00%)	21(26.58%)
Rs.10001 -20000	1(33.33%)	18(23.68%)	19(24.05%)

Characteristics	Corridor-1	Corridor-2	Total PAPs
Rs.20001 -30000	-	13(17.11%)	13(16.46%)
Rs.30001-40000	-	6(7.89%)	6(7.59%)
Rs.40001-50000	-	6(7.89%)	6(7.59%)
Rs. >50000	-	12(15.79%)	12(15.19%)
Total	3	76	79
Average monthly HH income (Rs.)	10,000	14,788	-
Average earning member	1	2	2
Earning Members (HHs)			
1 member	2(66.67%)	34(44.74%)	36(45.57%)
2 members	-	24(31.58%)	24(30.38%)
3 members	-	14(18.42%)	14(17.72%)
More than 3 members	1(33.33%)	4(5.26%)	5(6.33%)
Total	3	76	79
Average dependent members	-	5	5
Dependent Members (HHs)			
Less than 2	1(33.33%)	9(11.84%)	10(12.66%)
2-3 members	2(66.67%)	18(23.68%)	20(25.32%)
3- 5 members	-	29(38.16%)	29(36.71%)
Above 5 members	-	20(26.32%)	20(25.32%)
Total	3	76	79

Source: Census & Socio-economic Survey, March 2022

*PAPs whose age is 0-18 are not considered in a working population

4.3.6 HH monthly income

Table 4-5 shows corridor wise monthly income of the head of the HH and other earning members. The table shows that the majority of HHs 21 (26.58%) have a monthly income in between Rs.5,001 to Rs. 10,000 in both the corridors. The average monthly income of a HH is Rs.10,000 in corridor-1 and Rs.14,788 in corridor-2.

4.3.7 HH earning and dependent members

Table 4-5 shows the total number of earning and dependent members in the surveyed HHs. 36 (45.57%) HHs have only one earning member, 24 (30.38%) HHs have two earning members. The average number of earning member is two in corridors-2. Talking about dependents, majority 29 (36.71%) of HHs have 3 to 5 dependent members in both the corridors.

4.3.8 HH Consumption pattern

Table 4-6 shows the corridor wise average monthly expenditure of PAHs. The table indicates the consumption pattern. It is observed that most people are spending on food, education, housing, clothing, transport, health, and social functions. This reflects the basic necessities of the surveyed HHs. According to Cost of Living in India-A 2018 Guide, monthly food (groceries) would cost around Rs.1,500-4,000 per person a month.

The housing expenses include the electricity bill, municipal corporation tax (water bill), and repairing & maintenance costs. In corridor-2, PAPs tend to spend more on education. In both the corridors; it is observed that the maximum expenditure is on food and housing. Also, the travel cost is higher in both corridors.

Table 4-6: Consumption Patterns of HHs

Particulars	Average monthly expenditure (Rs)	
	Corridor-1	Corridor-2
Food	5666.66	9452.7
Housing	1300	2887.5
Cooking Fuel	950	1500
Clothing	550	1558.33
Health	666.66	2402.77
Education	1000	4727.85
Transport	1000	2766.67
Communication	600	1032.75
Social Function	-	2716.67
Others	-	1050

Source: Census & Socio-economic Survey, March 2022

4.3.9 Possession of HH Assets

The possession of HH assets has been identified of the project affected HHs during the census socio-economic survey. It can be observed from the table that the majority of them have a mobile phone (98.73%), television (75.95%), motor cycle (65.82%), car (26.58%), and refrigerator (72.15%). Some of the HHs have a washing machine (50.63%), a cooler (55.70%), a food processor/mixer/grinder (53.16%), and an air conditioner (31.65%). 26.58% of HHs have a computer or laptop, and around 25.32% of HHs have a microwave oven. **Table 4-7** represents multiple responses from the surveyed 79 HHs.

Table 4-7: Possession of Assets of HHs

Particulars	Number of HH Assets (N-79)					
	Corridor-1		Corridor-2		Total	
	N	%	N	%	N	%
TV	3	3.80	57	72.15	60	75.95
Refrigerator	2	2.53	55	69.62	57	72.15
Two-wheeler	-	-	52	65.82	52	65.82
Four-Wheeler	-	-	21	26.58	21	26.58
Telephone/Mob. Phone	3	3.80	75	94.94	78	98.73
Washing Machine	-	-	40	50.63	40	50.63
Food Processor/Mixer/Grinder	-	-	42	53.16	42	53.16
Computer/Laptop	-	-	21	26.58	21	26.58
Air Conditioner	-	-	25	31.65	25	31.65
Air Cooler	-	-	44	55.70	44	55.70
Microwave oven	-	-	20	25.32	20	25.32

Source: Census & Socio-economic Survey, March 2022

4.3.10 Employee details and their characteristics

43 employees were reported to be working in the impacted shops in corridor-2. All are male workers. Their age, education level, and income details are given in **Table 4-8**. As shown in the table, the majority of the employees, 18 (41.86%), are educated up to high school. 11 (25.58%) are graduates, six (13.95%) have taken formal education up to upper primary, three (6.98%) are educated up to primary level, and the remaining five (11.63%) of employees are illiterate. 19 (44.19%) employees have a salary in range of Rs. 10,000-20,000 per month, whereas 17 (39.53%) have a salary in the range of Rs. 5000-10,000 per month.

Table 4-8: Employees Age, Education Level and Income Details

Age group	Employees	Percentage
18-25	20	46.51
25-35	11	25.58
35-60	12	27.91
Total	43	100
Level of Education		
Illiterate	5	11.63
Primary	3	6.98
Upper Primary	6	13.95
High School	18	41.86
Graduate	11	25.58
Total	43	100
Monthly Salary of Employees		
Rs.<5000	5	11.63

Age group	Employees	Percentage
Rs.5001 -10,000	17	39.53
Rs.10001 -20000	19	44.19
Rs. >30000	2	4.65
Total	43	100
Average monthly HH income (Rs.)	Rs. 13,632/-	

Source: Census & Socio-economic Survey, March 2022

4.3.11 Gender Issue

Table 4-9 shows corridor wise property ownership by women. Out of the surveyed HHs, 11 HHs were identified where women have both title and land. Out of which nine women are first owner, whereas two are second owner. It is observed from the table that, in the majority of cases, male member of the family holds the ownership of both land and houses.

Table 4-9: Legal Ownership of Women on Land and House

S. No	Women ownership	Corridor-1		Corridor-2		Total PAHs	
		Yes	No	Yes	No	Yes	No
1	Does the woman have title for land and house?	2 (7.69)	1 (92.31)	9 (11.84)	67 (88.16)	11 (10.78)	68 (89.22)
Total		3		76		79	
2	Is the woman first owner?	1 st Owner	2 nd Owner	1 st Owner	2 nd Owner	1 st Owner	2 nd Owner
		-	2	9	-	9	2

Source: Census & Socio-economic Survey, March 2022

4.3.11.1 Decision making and participation

Table 4-10 shows corridor wise decision making and participation at the HH level. It is observed in both corridors that majorly both male and female together have participated in the decision making at the HH level. But male are dominant in taking decisions in both corridors. During social survey, both male and female HH members have responded to this question in the majority of cases.

Table 4-10: Decision Making and Participation at HH Level

S. No	Subject	Corridor-1			Corridor-2		
		Male	Female	Both	Male	Female	Both
1	Financial matter	1	-	2	67	-	9
2	Education of Child	-	-	3	24	-	52
3	Health care of Child	-	-	3	33	29	14
4	Purchase of Assets	3	-	-	24	-	52
5	Day to day HH activities	3	-	-	24	-	52
6	On social function & marriage	3	-	-	24	-	52
7	Women to earn for HH	3	-	-	33	29	14
8	Land and property	3	-	-	-	-	76

Source: Census & Socio-economic Survey, March 2022

4.3.12 Health Seeking Behavior

Table 4-11 Shows the corridor wise health seeking behaviour of the surveyed PAPs. About 25.32% of HH members have suffered from diseases in both corridors. It is observed that the majority (50%) have suffered from diabetes, whereas 30% suffered from heart related disease, and 10% have asthma, and the remaining 10% have kidney related issues. The majority (80%) of HH members have taken treatment from government hospitals, whereas 20% of them have taken treatment from private hospitals. It is observed that the majority of patients (55%) are travelling less than 5 km in both corridors in order to avail health services, but 40% have travelled more than 10 km to avail of better health care facility. Three of the surveyed HHs infected with the Covid-19 virus, which affected other seven members of their family last year and also reported one death due to Covid-19.

Table 4-11: Health Seeking Behavior of HHs

S. No	Description	Corridor-1	Corridor-2	Total
1	HH members suffered from any disease in the past one year			
	Yes	1(33.33%)	19(24.05%)	20(25.32%)
	No	2(66.67%)	57(72.15%)	59(74.68%)
	Total	3	76	79
2	Type of Disease			
	Heart	1(100%)	5(26.32%)	6(30.00%)
	Asthma	-	2(10.53%)	2(10.00%)
	Diabetes	-	10(52.63%)	10(50.00%)
	Kidney	-	2(10.53%)	2(10.00%)
	Total	1	19	20
3	Treatment taken from			
	Govt. Hospital	1(100%)	15(78.95%)	16(80.00%)
	Pvt. Clinic/Hospital	-	4(21.05%)	4(20.00%)
	Total	1	19	20

S. No	Description	Corridor-1	Corridor-2	Total
4	Distance travelled for treatment			
	< 5 km	1(100%)	10(52.63%)	11(55.00%)
	5-10 km	-	1 (5.26%)	1(5.00%)
	More than 10 km	-	8(42.11%)	8(40.00%)
	Total	1	19	20

Source: Census & Socio-economic Survey, March 2022

4.3.12.1 Awareness regarding HIV (Human Immunodeficiency Virus) /AIDS (Acquired Immuno Deficiency Syndrome)

Table 4-12 shows corridor wise awareness about HIV/AIDS. It is observed that only 50% of surveyed HHs are aware of HIV/AIDS. The source of information is television.

Table 4-12: Awareness about HIV/ AIDS

S. No	Description	Corridor-1	Conridor-2	Total
1.	Have you heard about HIV/AIDSs			
	Yes	1(33.33%)	39(51.32%)	40(50.63%)
	No	2(66.67%)	37(48.68%)	39(49.37%)
	Total	3	76	79
2.	Source of information			
	Print media	1(100%)	-	1(2.50%)
	TV	-	25(64.10%)	25(62.50%)
	NGO camp	-	6(15.38%)	6(15.00%)
	Govt. Camp	-	8(20.51%)	8(20.00%)
	Total	1	39	40

Source: Census & Socio-economic Survey, March 2022

4.3.13 Opinion of HHs on Cultural Heritage and Monuments

As per the figure below, the majority of the HHs were happy and believed that the proposed AMRP would impact cultural and heritage monuments in terms of livelihood, employment opportunity, economic growth, and boosting the tourism industry.

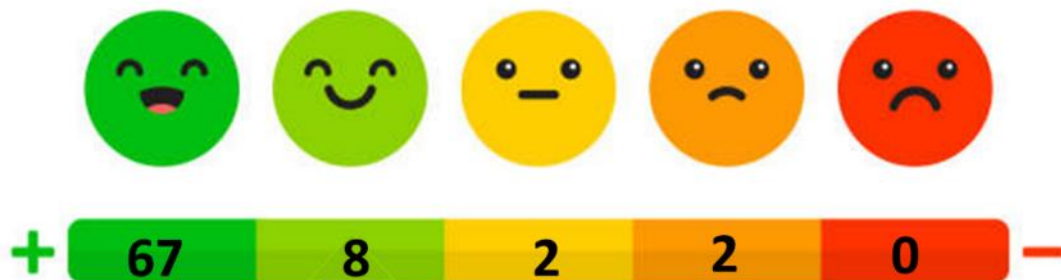
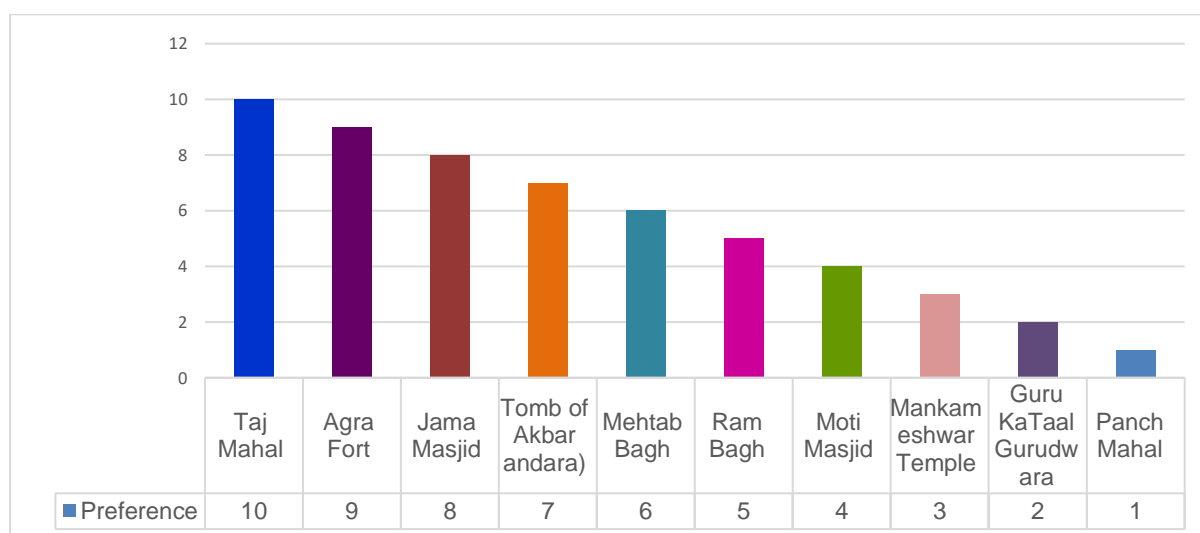


Table 4-13 shows the preference and knowledge of HHs related to cultural and heritage monument presents in the city. The figure below shows the sequence of the monument known to the surveyed HHs. Most of the HHs were aware of Taj Mahal, and their first five responses to known cultural and heritage monuments were Taj Mahal, Agra Fort, Jama Masjid, Sikandra Fort, and Mehtabh Bagh. Few HHs were aware of the Panch Mahal monument.

Table 4-13: Preference and Knowledge of HHs

Preference	1	2	3	4	5	6	7	8	9	
Taj Mahal	77	2	-	-	-	-	-	-	-	79
Agra Fort	2	72	-	-	-	-	-	-	-	74
Tomb of Akbar (Sikandra)	-	1	39	-	-	1	-	-	-	41
Jama Masjid	-	2	23	24	-	-	-	-	-	49
Mehtab Bagh	-	-	7	17	2	-	-	-	-	26
Ram Bagh	-	-	5	16	14	2	-	-	-	37
Moti Masjid	-	-	1	9	6	13	2	-	-	31
Panch Mahal	-	-	-	4	3	-	9	2	-	18
Guru Ka Taal Gurudwara	-	-	-	-	2	2	-	6	-	10
Mankameshwar Temple	-	-	1	3	13	7	2	-	4	30
	79	77	76	73	40	25	13	8	4	395

Source: Census & Socio-economic Survey, March 2022



Source: Census & Socio-economic Survey, March 2022

Table 4-14 shows that 91.14% of families visit the monuments once a year. As per **Table 4-15** 20% have a good opinion about the project impact on the cultural and heritage monument.

Table 4-14: Frequency of Visit to Heritage Monument

Frequency	Corridor-1	Corridor-2	Total
Once a week	1 (33.33%)	1 (1.32%)	2 (2.53%)
Once a month	-	5 (6.58%)	5 (6.13%)
Once a year	2 (66.67%)	70 (92.11%)	72 (91.14%)
Total	3	76	79

Source: Census & Socio-economic Survey, March 2022

Table 4-15: Opinion of HHs Related to Cultural and Heritage Monument

Opinion	Corridor-1	Corridor-2	Total
Good	-	16(21.05%)	16(20.25%)
Bad	-	1(1.32%)	1(1.27%)
Can't Say	3(100%)	59(77.63%)	62(78.48%)
Total	3	76	79

Source: Census & Socio-economic Survey, March 2022

Major findings about the cultural heritage as per the surveyed HHs

- The most prominent monument is Taj Mahal, among all the monuments in Agra city.
- All these monuments are very beautiful and have a great cultural value, but due to these monuments, the city has become very crowded, especially during tourist seasons.
- According to the survey, this project will have the following effects on PAPs and their families, as well as the city:
 - It would generate more livelihood opportunities.
 - It will work towards city development.
 - Tourism will increase.
 - The safety and comfort levels of tourist will increase.
 - Economic activities will increase, which will increase the standard of living of PAPs.
 - PAPs and their family can visit more cultural and heritage monuments in a day, as it is well connected to most of the monuments.

4.3.14 Awareness and Opinion about Project

Table 4-16 shows the corridor wise perceived benefits of the surveyed HHs about the project. 42 (53.16%) HHs are aware of the project since construction is in the process. The majority of HHs reported that they learned about the project from newspapers, TV, surveyors, and local people. The surveyed HHs reported the positive and negative impacts of the project.

Table 4-16: Awareness about on Proposed Project

S. No	Description	Corridor-1	Conrridor-2	Total
1	Are you aware of the proposed metro Rail Project in Agra city			
	Yes	1(33.33%)	41(53.95%)	42(53.16%)
	No	2(66.67%)	35(46.05%)	37(46.84%)
	Total	3	76	79
2	Source of Information on Metro Project			
	Local People	1(100%)	17(46.46%)	18(42.86%)
	Newspaper	-	13(31.71%)	13(30.95%)
	Surveyor	-	7(17.07%)	7(16.67%)
	TV News	-	4(9.76%)	4(9.52%)
	Total	1	41	42

Source: Census & Socio-economic Survey, March 2022

Positive Impacts:

- It would generate more livelihood opportunities.
- It will work towards city development.
- Tourism will increase.
- Traffic will reduce
- Travel time will reduce
- For women, safety will increase, and they can visit and travel alone.

Negative Impacts:

- As the tourism increase city will be more crowded.
- Impacted PAPs will lose their livelihood.

4.3.15 Rehabilitation and Resettlement Options

Table 4-17 shows the resettlement and rehabilitation options for PAHs. The majority of PAHs 78 (98.73%) are willing to shift to new structures within the area. The remaining one (1.27%) of surveyed HH would like to relocate outside the area. The majority of 30 (37.97%) of affected HHs have commercial property; they have opted for shops for their losses, whereas 22 (27.85%) HHs opted for land. About 17 (21.52%) HHs opted for cash assistance as compensation. One of the HHs opted for a house for the loss of a house.

The rehabilitation and resettlement options will be governed by the UPMRC’s R& R policy. Talking about factors to be considered in providing an alternate place, 51 (64.56%) of the PAHs responded that they want to be resettled to a place where they can secure their income and they would like to stay in the same locality while maintaining their existing lifestyle. Under the scope of income restoration assistance, 32 (40.51%) of the surveyed HHs requested employment opportunity during the construction of the project. About three (3.80%) HHs

opted for vocational training, whereas one (1.27%) PAHs opted for financial loan assistance. 43 (54.43%) HHs did not respond for income restoration assistance.

Table 4-17: Resettlement and Rehabilitation Option

S. No	Description	Corridor-1	Conrridor-2	Total
1.	Preference of Resettlement			
	Within the area	3(100%)	75(98.68%)	78(98.73%)
	Outside the area	-	1(1.32%)	1(1.27%)
	Total	3	76	79
2.	Replacement Option			
	Land for land loss	-	22(28.95%)	22(27.85%)
	Cash compensation	3(100%)	14(18.42%)	17(21.52%)
	House in Resettlement site	-	1(1.32%)	1(1.27%)
	Shop in Resettlement Site	-	30(39.47%)	30(37.97%)
	Land and Cash compensation	-	4(5.26%)	4(5.06%)
	Land and Shop at resettlement site	-	5(6.58%)	5(6.33%)
Total	3	76	79	
3.	Factors to be Considered for Alternate Location			
	Access to HH/friends	-	-	-
	Income from HH activity	-	2(2.63%)	2(2.53%)
	Income from business activity	-	6(7.89%)	6(7.59%)
	Daily job	-	-	-
	Close to market	-	2(2.63%)	2(2.53%)
	Within same locality	3(100%)	15(19.74%)	18(22.78%)
	Multiple option	-	51(67.11%)	51(64.56%)
Total	3	76	79	
4.	Income Restoration Assistance			
	Employment opportunities in construction work	1(33.33%)	31(40.79%)	32(40.51%)
	Financial assistance/Loan	-	1(1.32%)	1(1.27%)
	Vocational training	2(66.67%)	1(1.32%)	3(3.80%)
	Not Responded	-	43(56.58%)	43(54.43%)
Total	3	76	79	

Source: Census & Socio-economic Survey, March 2022



5 CONSULTATION, PARTICIPATION AND INFORMATION DISCLOSURE

5.1 Background

Stakeholder consultation is a continuous process throughout the project period, right from project preparation, implementation, monitoring and evaluation stages. The sustainability of any infrastructure development project depends on participatory planning, in which stakeholder consultation plays a major role. Aiming at the promotion of public understanding and fruitful solutions to developmental problems such as local needs, problem and prospects of resettlement, and various stakeholders i.e., affected HHs both from residential and commercial units, local community members, and local people, are consulted through community meetings, FGDs, individual interviews and formal consultations. The project will therefore ensure that the affected HHs and other stakeholders are informed, consulted, and allowed to participate actively in the development process. This will be done throughout the project, during preparation, implementation, monitoring and evaluation of project results and impacts.

Consultation and stakeholder engagement are two-way processes, that make people aware of the up-coming AMRP and, at the same time, enable them to express their views and suggestions in order to make it more meaningful and beneficial to all. The objective of the consultation and participation mechanism is to minimize negative impact on the project and to make people aware of it. Stakeholders identified in the project, stakeholder consultation and methods of consultation, summary of consultations, and plan for further consultation and information disclosure are discussed in this chapter.

5.2 Project Stakeholder

Consultations with various stakeholders were carried out during various phases of project preparation. The stakeholders in the project are both primary and secondary. The primary stakeholders are PAPs, project beneficiaries, executing agency (EA), especially the officials in UPMRC. The secondary stakeholder includes the revenue officials & other government departments, village heads, head of Gram Panchayat, village administrative officers, NGOs, media houses and business communities in the area. The RITES team identified and conducted consultations with both primary and secondary stakeholders.

5.3 Method of consultation

PAPs, PAHs, and local people were informed before the meetings over the phone with the help of UPMRC officials, the market president, or local persons about the venue, date, time, and agenda of the meeting. The consultations were conducted in public places, market places,



government offices, and S.N Medical College with different stakeholders, ensuring uninterrupted attendance from all the interested parties. The focus was given on the venue date and time of the meeting in order to avoid hindrances for the weaker section, viz., women, the elderly, differently abled persons, etc.

The COVID-19 safety protocols were followed during consultation. In view of the prevailing COVID-19 pandemic situation, the participants took additional measure by using sanitizer masks and maintained social distancing as a preventive measure. The participants were encouraged to avoid contact with each other and wash their hands at regular intervals. The following methods were adopted for conducting stakeholder consultation:

- Community meetings/consultations
- FGD with different groups of affected people, including residential groups, shop owners, traders, slum dwellers (squatters), etc.
- Discussions and interviews with key informants
- PAPs, PAHs, and local people were informed before the meetings.

5.4 Stakeholder Identification and Analysis

Stakeholder identification is the process used during project preparation to identify the stakeholders and the level of engagement of different stakeholders during the course of the project lifecycle. The identification of stakeholders for AMRP went beyond only those affected by the project implementation. Review, interactions with UPMRC, and preliminary consultations with both primary and institutional stakeholders enroute the project corridors enabled the development of a list of stakeholders. These stakeholders were categorized into two categories: Project Affected Parties including Disadvantaged or vulnerable individuals or groups and Other Interested Parties.

Project Affected HHs refers to those who are likely to be affected by the implementation of the AMRP, which includes land owners, structure owners both THs and NTHs (squatters, encroachers, tenants and employees). Also, **disadvantaged or vulnerable individuals or groups** refer to those who may be more likely to be adversely affected (may be temporarily). Such an individual/group that may be excluded from/ unable to participate fully in the mainstream consultation process and, as such, may require specific measures and/or assistance to do so, like families BPL, SC, PwD, and women headed HHs.

Other Interested Parties: The term “other interested parties” refers to individuals, groups, or organizations with an interest in the project, which may be because of the project location, its characteristics, its impacts, or matters related to public interest. These would include resident welfare associations (RWAs), other departments in AMC, elected representatives, NGOs, educational institutions, media houses, and others who work with citizens.



The stakeholder identification process helps to achieve a good understanding of the stakeholders and their concerns; understand the impacts, the project could have on stakeholders and the influence stakeholders could have on project preparation and implementation (including improving design, also including delaying implementation or undermining success). Stakeholders are identified and presented in **Table 5-1**.

Table 5-1: Stakeholder in AMRP

S. No	Affected Parties	Other Interested Parties
1	Project Affected HHs including THs, NTHs (squatters, mobile vendors), tenants, employees.	Village Panchayat members and Other Community leaders
2	Villagers/Communities impacted by loss of CPRs and loss of access to CPRs properties.	Village heads, Anganwadi workers, Teachers
3	School and Colleges along the corridors	NGOs operational in the area
4	Vulnerable Groups within the Project Affected HHs i.e. BPL'; SC; PwD; Women headed HHs;	Labourers working with UPMRC at construction sites
5	-	Truck owners' association
6	-	Employees of UPMRC and Construction Contractors/ Vendors/ Suppliers to the Project
7	-	Archaeological of India
8	-	District Administration
9	-	Revenue Department, GoUP
10	-	GC, Detailed Design Consultant, Resettlement Implementation Support Agency, Environmental Impact Assessment (EIA) & SIA Consultant, External Monitoring Agency etc.
11	-	Media Houses

5.5 Stakeholder Engagement Activities Conducted

Stakeholder engagement is an on-going process, the strategies used during following stages of the Project; concept and planning/design (During SIA) are mentioned in column 3 (Stakeholder Engagement Strategy) of below table. Strategies that will be adopted during



construction & operation stage are presented in **Table 5-2**, and Methods for stakeholder engagement are listed in **Table 5-3**.

Table 5-2: Stakeholder Engagement Strategies

S. No	Stages	Stakeholder Engagement Strategy
1	Engagement at the project concept stage	<ul style="list-style-type: none"> • Interviews with stakeholder representatives, key informants, and government officials. • Stakeholder planning forum.
2	Engagement during SIA studies	<ul style="list-style-type: none"> • 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 • Stratified sample interviews. • One-on-one interviews through census & socio-economic survey • Public & Formal Meetings • Focus Group Discussions • Open houses, in field office and project Headquarter (HQ) • Posting of announcements in public spaces or government buildings/ municipality offices, construction sites. • Dissemination of information regarding compensation including R&R assistance and rehabilitation process through public consultations and census & socio-economic survey.
3	Engagement during construction and operations	<ul style="list-style-type: none"> • Participatory monitoring • One-on-one interviews • Public & Formal Meetings • Grievance redress mechanisms. • Quarterly/Annually targeted interviews and consultation, e.g., with specific stakeholder groups. • Project Monitoring Dashboard. • Open houses, in field office and project HQ.



S. No	Stages	Stakeholder Engagement Strategy
		<ul style="list-style-type: none"> Posting of announcements in public spaces or government buildings/ municipality offices, construction sites.

Table 5-3: Stakeholder Engagement Methods

S. No	Engagement Technique	Description and use	Target audience	Adaptations in case of Lockdown due to Covid-19
1	Websites	DPR, EIA, SIA RAP, RPF and SEP will be published on official websites of UPMRC.	All stakeholders	Websites
2	Media	Advance announcements of commencement of major project activities, project Grievance Redress Mechanism, and other outreach needs of the project	Project- affected stakeholders including NTHs and Other interested parties	Posting of announcements in public spaces or government buildings/ municipality offices, construction sites, Leaflets with newspaper, Traditional media (radio, television, public address systems, social media), Online Community Meeting with affected stakeholders and communities.



S. No	Engagement Technique	Description and use	Target audience	Adaptations in case of Lockdown due to Covid-19
3	Community /Public meetings/ workshops	General information on the Project, detailed discussions on sub-project activities, project social impacts, risks and mitigation measures and public grievances, updates on implementation progress	Project- affected communities including NTHs and other interested parties	Community meetings / FGDs through local facilitators, Online community meetings
5	Correspondence by phone/ email/ written letters	Receive suggestions and reply to queries of stakeholders.	Government officials, NGOs, CBOs, Trusts, Community / Associations, Development Partners etc.	Correspondence by phone / email / written letters, WhatsApp groups and other means
6	Print media advertisement	Dissemination of information related to the Project for benefit of all stakeholders.	General public	Print media advertisement
10	One-on-one interviews	To solicit views and opinions on project impacts and solutions.	PAP's including NTHs, Vulnerable individuals, NGOs, Trusts, Associations, women groups, persons with disabilities, low-income groups etc.	Online Interaction (phone/email) through local facilitators,
11	Surveys / Independent evaluations	Surveys will be used to gather beneficiary opinions and views about project interventions. Gather baseline data. for monitoring impacts.	Project beneficiaries	Telephone, Email Surveys, and interviews through empowered local facilitators.



S. No	Engagement Technique	Description and use	Target audience	Adaptations in case of Lockdown due to Covid-19
12	Focus group meetings	discussion on specific issues such as cultural importance, gender-based violence, disability inclusion, etc.	women groups, Individual or communities of cultural importance.	Online Community Meetings, / FGDs through local facilitators.

5.6 Consultation in the project

Stakeholder consultations were arranged at the different stages of project preparation to ensure peoples’ participation in the project and to treat stakeholder consultation and participation as a continuous, two-way process beneficial to project design, planning, and implementation.

UPMRC has published a SIA notification in vernacular language, which is Hindi, as per the provisions and requirements of Section 4 of the RFTCLARR Act, 2013 in a local newspaper of Agra for information disclosure to the public before the commencement of the SIA study. The cut-off date is the date of first notification for LA for the project under applicable Act or GO in cases of LA affecting legal THs. The cut-off date for NTHs would be the completion date, i.e 16.03.2022, of the census & socio-economic survey for Corridor-1. The cut-off date for Corridor-2 will be released in phase manner. The cut-out of SIA notification is presented in **Figure 2-3**.

Consultations with identified PAPs and identified stakeholders were carried out. Prior to one week of consultations, affected persons and stakeholders were informed about the date and propose of consultations through phone calls. The stakeholders decided the venue and time of the meetings so that everyone could attend, voice their concerns, and offer suggestions for AMRP.

Public consultations were carried out in the month of May 2022 with various sections, i.e, affected persons (such as owners, squatters, and mobile vendors), general public (such as auto and taxi drivers, tourists,) women groups, and other stakeholders, including government officials, media houses, professors, students, and NGO’s operating in the project area. The affected persons were consulted as "focus groups," such as a group of affected residents, affected families, and a group of shop owners, etc. The purpose of these consultations was also to elicit views and suggestions from the affected persons on the AMRP and its potential impacts on the affected people, as well as to minimize adverse social impacts.

Census & socio-economic survey and public consultations acted mainly as a forum to inform people about the project and also to elicit their opinion on the social provisions detailed in



the project. Information dissemination on the provisions of the RPF (which includes the cut-off date, GRM, compensation and R&R assistance) of AMRP, alignments, station locations and entry/exit points, the role of the community, how grievances may be registered, etc., was given due importance. Issues pertaining to LA, compensation, assistance to vulnerable groups, commercial and residential THs, and tenants were also discussed with the community. Issues related to safety, compensation, income restoration, information flow, grievance redress, the role of administration, etc. were discussed. Issues were also raised about the transparency of the project implementation process. They were also informed that the RPF of the AMRP is available on the UPMRC website. People in general agreed on the need for a metro in Agra City. The process of disseminating information was highly appreciated by the local residents.

The consultation process involved various sections of affected persons: auto and taxi drivers, commercial units, tourists, mobile vendors, women, passengers, residents, students, and professors. Also, interviews were conducted with government institution, media houses, NGOs, educational institutes. Other than these concerns, views and suggestions expressed by the participants during these consultations have been presented in the minutes of consultations in **Annexure E**.

At this stage, the RITES team, with the support of UPMRC, has carried out consultations with PAPs, project beneficiaries, digital and print media houses, government institutions and officials, NGO's and educational institutions. 21 public consultations and 14 interviews with about 300 persons (233 Male & 67 Female) have been carried out at various locations of this project. The details of consultations and interviews are presented in **Table 5-4**.



Table 5-4: Details of Stakeholder Consultations and Interviews

S. No	Date and Time	Corridors	Station Location	Type of Stakeholder		Method	Male	Female	Total
Focus Group Discussion and Consultations with General Public (Auto & Taxi Drivers, Tourist, Tourist Guide, Women & Girls, Passengers Etc.)									
1	24-05-2022 Time 14:30	C-1	Taj Mahal	Auto & Taxi Driver	General	FGD	13	-	13
2	24-05-2022 Time 14:50	C-2	Agra Cantt.	Auto & Taxi Driver	General	FGD	14	-	14
3	25-05-2022 Time 14:50	C-1	Agra Fort	Auto Driver	General	FGD	11	-	11
4	25-05-2022 Time 13:40	C-1	Agra Fort	Tourist	Beneficiaries	FGD	10	-	10
5	25-05-2022 Time 14:30	C-1	Taj Mahal	Tourist	Beneficiaries	FGD	11	-	11
6	25-05-2022 Time 13:40	C-1	Taj Mahal	Tourist Guide	Beneficiaries	FGD	12	-	12
7	25-05-2022 Time 16:40	C-1	Agra Fort	Tourist Guide	Beneficiaries	FGD	10	-	10
8	25-05-2022 Time 17:15	C-1	Taj Mahal	Tourist Guide	Beneficiaries	FGD	10	-	10
9	26-05-2022 Time 15:15	C-1	Taj Mahal (Purani Mandi)	Women	Beneficiaries	FGD	-	11	11
10	26-05-2022 Time 17:30	C-2	Sanjay Place	Girls	Beneficiaries	FGD	-	14	14
11	24-05-2022 Time 14:50	C-1	Sikandra	Staff and Local People	Beneficiaries	Public Consultations	10	-	10
12	25-05-2022 Time 18:20	C-2	Collectorate	Commercial	Beneficiaries	FGD	11	-	11



S. No	Date and Time	Corridors	Station Location	Type of Stakeholder		Method	Male	Female	Total
13	26-05-2022 Time 14:00	C-1	Jama Masjid	Masjid Committee and Local People	Beneficiaries	FGD	10	-	10
14	26-05-2022 Time 14:30	C-2	Agra Cantt Railway Station	Passenger	Beneficiaries	FGD	12	-	12
Total							134	25	159
Interviews and FGDs with Stakeholders & PAPs									
Government									
1	25-05-2022 Time 11:30	C-1 & 2	Smart City Office	Urban Planner	Govt. Official	Interview	-	1	1
2	25-05-2022 Time 12:30	C-1 & 2	District Administration	Social Welfare Officer	Govt. Official	Interview	1	-	1
3	25-05-2022 Time 13:00	C-1 & 2	Agra Development Authority (ADA)	Chief Engineer	Govt. Official	Interview	1	-	1
4	25-05-2022 Time 14:15	C-1 & 2	Sadar Tehsil	Tehsildar	Govt. Official	Interview	1	-	1
5	25-05-2022 Time 15:15	C-1 & 2	Archaeological Survey of India	Superintending Archaeologist	Govt. Official	Interview	1	-	1
6	25-05-2022 Time 15:45	C-1 & 2	UPSRTC	Manager, Finance	Govt. Official	Interview	1	-	1
Media House									
1	24-05-2022 Time 15:00	C-1 & 2	Dainik Jagran	Senior Sub-Editor	Media House	Interview	1	-	1
2	24-05-2022 Time 15:30	C-1 & 2	Hindustan Times-English	Special Correspondent	Media House	Interview	1	-	1



S. No	Date and Time	Corridors	Station Location	Type of Stakeholder		Method	Male	Female	Total
3	24-05-2022 Time 16:20	C-1 & 2	News 18	Sr. Editor	Media House	Interview	2	-	2
4	24-05-2022 Time 19:00	C-1 & 2	Hindustan Times-Hindi	Editor & Senior Sub-editor	Media House	Interview	2	-	2
5	24-05-2022 Time 19:45	C-1 & 2	Amar Ujala Office	Sr. Sub-Editor	Media	Interview	1	-	1
NGOs									
1	23-05-2022 Time 16:45	C-1 & 2	Chetna Seva Samiti	President & Prabhari	Beneficiaries	Interview	4	3	7
2	23-05-2022 Time 18:30	C-1 & 2	Ek Peהל NGO	Secretary	Beneficiaries	Interview	1	-	1
Institution									
1	23-05-2022 Time 12:00	C-1 & 2	S.N. Medical College	Principal	Beneficiaries	Interview	1	-	1
2	23-05-2022 Time 15:15	C-1	S.N. Medical College	Faculty of Physiology & Professor's group	Beneficiaries	FGD	5	3	8
3	23-05-2022 Time 15:40	C-1	S.N. Medical College	Student	Beneficiaries	FGD	25	25	50
PAPs									
1	24-05-2022 Time 10:50	C-2	Ram Bagh	Commercial	PAPs	FGD (Affected Persons)	16	-	16
2	24-05-2022 Time 12:30	C-2	Kalindi Vihar	Commercial	PAPs	FGD (Affected Persons)	11	-	11
3	24-05-2022 Time 12:40	C-2	Agra Cantt	Vendor	PAPs	FGD (Affected Persons)	10	-	10



S. No	Date and Time	Corridors	Station Location	Type of Stakeholder		Method	Male	Female	Total
4	25-05-2022 Time 17:30	C-2	Sanjay Place	Vendor	PAPs	FGD (Affected Persons)	10	-	10
5	26-05-2022 Time 12:00	C-2	Sultan Ganj Crossing	Residence	PAPs	FGD (Affected Persons)	4	10	14
Total							99	42	141

RITES Field Study, May 2022

*Beneficiaries refers to people who live in the vicinity of the project as well as those who travel to Agra to visit heritage sites.

During the SIA stage, the RITES team has carried out the consultations and interviews with stakeholders from each identified group i.e. auto & taxi drivers, tourists, tourist Guides, women & girls, passengers, PAPs, government officials, media houses, NGO's, institution, etc. However, meetings with some stakeholders could not be arranged. The survey team has made efforts to reach out to all, but due to time constraints, they were not available for meetings and interviews. An attempt will be made to consult with them in the later stage. Moreover, if some new stakeholders are identified in the implementation phase, they will also be consulted in the course of the project.

5.7 Major finding of Public Consultation

The stakeholder consultations were conducted with both types of stakeholders either directly or indirectly affected or influenced by the project. The consultations were conducted at 21 locations with 278 persons across both corridors. These consultations were conducted as an open forum, and representation from all section of society were ensured.

The major findings of consultation are as follows:

- The successful implementation of the metro in Agra will significantly reduce traffic in the city, which will result in significant reductions in pollution. This helps to lower greenhouse gas emissions, fossil fuel, and enhance air and environmental quality.
- The proposed project will save travel time & money.



- The proposed corridor will increase the property value near the metro corridor.
- A dedicated coach & reserved seats for female commuters will be required in metro trains. It will ensure safety of female commuters while increasing their mobility of travelling.
- Each metro station should be equipped with proper toilet facilities.
- Most of the time, female commuters are victims of snatching incidents and harassment while travelling on buses and autos. These incidents will be reduced by providing following facilities like separate coaches & reserved seats, Closed Circuit Television (CCTV) cameras at metro premises & grey locations; deployment of police personnel at metro stations and women's & police helpline numbers.
- Adequate facilities for elderly and differently abled persons should be provided such as ramp, a wheelchair, an escalator and an elevator.
- There is a need to change the behaviour of the citizens of Agra in order to use the metro service in the city.
- Metro will generate direct and indirect employment opportunities.
- Metro will impact the livelihood of the taxi drivers and auto drivers on a higher extent as tourists would prefer metro over auto and taxis. This will lead to loss of income.
- Agra is a small city and the residents of the city may not use the metro service as such for daily commute. Only tourist groups will get benefit from the metro as all the cultural sites are well connected.
- Loss of shop will be a major concern to the shop keepers.
- Under the scope of resettlement and rehabilitation, people have opted structure for loss of structure or else two times of compensation is preferred.

Auto-drivers and Taxi Driver's opinion:

- Parking facilities must be available at metro stations along with integrated auto and taxi stand at each station.
- Passenger helpline number must be prominently displayed in metro stations and coaches.

Commercial PAPs opinion:

- In case any property is acquired for the project, then the concerned person should be provided another place or double compensation.
- Many heavy vehicles travel through the city to transport commodities. The metro authorities must take this into consideration so that the metro structure does not obstruct vehicle movement.
- A metro station must be proposed at or near Water Works, as buses are available every 10 minutes 24/7 for all India.



Tourist opinion:

- The airport should also be connected with metro network.
- The influx of tourist will increase because of the proposed metro.
- Metro smart card should be integrated with other mode of public transportation.
- Helpline number must be prominently displayed in metro stations and coaches. Also, the 'MAY I HELP YOU' desk at the station for directions and other queries.

Vendor opinion:

- A dedicated place should be provided near the metro station for food vendors.
- Income of the food vendor would increase if they get relocated near the metro station.

Women opinion:

- Convenience, safety & security for women is expected from this project. Most of the time, female commuters are victims of eve teasing and harassment while travelling on buses and autos. These incidents will be reduced by providing following facilities like separate coaches & reserved seats, toilets, CCTV cameras at metro premises & grey locations; deployment of police personnel at metro stations and women's & police helpline numbers.
- Metro should generate employment opportunities for women.
- After the introduction of metro, school and college going girls would feel safe which will help them or encourage them to pursue higher education as metro is well connected with the educational institutions in the city.

Major finding of cultural heritage consultation:

- The Metro project will improve urban public transportation connectivity, enhance the mobility of commuters, and reduce travel time because of which tourists will reach their destination on time. They can visit more monuments and also save time and money.
- Connectivity of the metro with cultural heritage and monument sites is a good idea. This will boost the tourism industry.
- Guides and other staff members are associated with monuments for more than 20 years for their livelihood.
- Most of the participants have given 5 star ratings for the proposed metro rail project.
- The Metro will help in increasing the influx of tourists, which will improve the livelihood of the monument guides and other dependents.
- It is expected that the metro will deliver convenience and better facilities to tourists and other commuters.
- Metro will generate employment opportunities of all kinds.
- Metro will enhance the environmental stability of the city with existing traffic.



- The Metro project should not harm the cultural heritage and monument sites of Agra.
- Name of Jama Masjid Metro station should not be changed.

Major finding of Stakeholder Interviews: The stakeholder interviews were carried out at 14 locations with 22 persons across both the corridors.

Project Awareness:

- All the Stakeholders who were consulted were aware about the proposed Metro Rail Project.
- UPMRC website is easily accessible in order to get updates about the project. UPMRC is working to speed up the construction of the priority corridor.
- The media houses are well connected through a 'whatsapp' group as well as the twitter handle of UPMRC.

Stakeholder views why Metro Project is required in Agra City:

- The proposed metro project will be very good for the development of Agra city.
- There will be a transition of transpiration from traditional to modern city.
- The metro facility in the city will address issues like pollution, road accidents, current travel time, and traffic along with other challenges.
- Considering the heavy traffic and pollution in the city, Agra city requires a better transportation system i.e. Metro.
- Metro will save travel time and eliminate the number of road accidents along with decrease in pollution due to traffic.
- A city like Agra, with its rich cultural heritage significance and increasing population always need an improved transportation system like the metro.
- Considering the Taj Mahal's location, which leads to Taj Trapezium Zone, a metro project in Agra is required to ensure environmental stability. . The project will limit the environmental hazard to Taj Mahal.

Stakeholder views about the proposed route of Metro Project:

- The proposed metro route would be covering the major locations of the city in order to get the optimum number of ridership.
- One station was needed to be planned near Water Works, where most of the tourists or commuters get down. However, this can be considered in the future.
- The proposed metro route can be extended up to Fatehpur Sikri Fort, Vrindavan city and other major locations in the future considering the demand.
- Strategically, the proposed Sultanganj station is going to play an important role in catering to the local passengers coming by bus to the city. Generally, they get down at Bhagwan Talkies and Water Works from the ISBT bus stop. Passengers travelling by bus can get down at Sultanganj crossing instead of Water Works.



Stakeholder views of Impacts of metro on following categories:

Working Class:

- The industrial working class will avail the benefit of the project depending upon the affordability.
- If the travel fare is affordable to the working class, then they will use it.

Students:

- The student community will use the metro since it is proposed to be connected with school and college in the city.
- The students will happily use it in order to reach to their school, college and coaching classes.
- The students of RBS College and Agra Medical College will get direct benefit of the metro project.

Housewives:

- The metro will increase the mobility of the housewives to travel in the city independently as well as freely.

Elderly:

- Considering the availability of facilities, the elderly will use metro train.
- At station and platform, there must be a wheelchair and a first-aid kit, as well as reserved seats inside the metro.

Women's:

- Presently, the female employees at Amar Ujala use their own vehicles to come to office but after the introduction of the metro in the city, they will have a better and safer means of transport.
- Presently, the women use their own vehicles, whereas some of them use public transport, which is sometimes difficult during rush times. Therefore, both working and non-working women will use the metro
- The women's groups find it uncomfortable while travelling by bus, auto, and other means of transport. Metro will be seen as a better option for them.
- The mobility of travel will increase.

Labour class:

- If affordable, the Labour class will be able to use the metro service.
- The Labour class should get equal benefit from the project. Employment opportunity is desired during construction of the project



Migrants:

- Metro may increase migration.
- The rural migration towards the city of Agra will increase in terms of livelihood and employment opportunity.

Tourist:

- The tourism industry of the city will be majorly benefited by the proposed metro project
- Tourists will be able to save money and time while visiting the major heritage monuments in the city.
- The metro project will largely benefit to the tourist groups.
- One of the major focuses of the project is given to the tourism of the city while connecting to the cultural heritage and monument locations.
- The local tourism industry will be enhanced after the introduction of the metro.
- Integration of the existing transport system will become seamless for visitors by introducing an application or any unified platform, for example, "Mera Agra App" etc. The introduction of the Agra Metro application would be very helpful to tourists and local commuters.

Positive Impacts:

- Better mode of transport facility.
- Save travel time and fossil fuel consumption.
- Decrease in road accidents and current level of pollution.
- Comfortable and safe travelling.
- Affordable travel cost.
- Increase in transport mobility.
- Transparency in fare will be there due to uniformed and fixed piece of metro fare.
- Metro will largely impact on the tourists and local commuters. Decrease in pollution, traffic, accident whereas increase in property value, income and employment opportunity for the people.
- Pollution to the Taj Mahal and to the city will decrease. Metro will also limit the traffic congestion and pollution in the long run.
- It will take less time to reach to the medical college for the patients.

Negative Impacts:

- Traffic congestion during construction, loss of income, loss of structures etc. are some the likely negative impact of the project.
- Cutting of trees
- Increase in dust and noise pollution during construction



- Increase in traffic jam in the city during metro construction
- Noise and vibration during construction of metro will become a challenge for both doctors and patients in S.N. Medical College.

Facilities required at the metro stations:

- Amenities like Automated Teller Machine (ATM), cafeteria, restaurant, food joints, shopping complex, parking areas can be planned alongside the metro stations.
- Parking facility is much needed in metro stations.
- Integration with existing transport facilities such as e-rickshaw, auto, tempo, bus would be needed near the metro stations.
- After the integration of existing transport system with the proposed metro project, it will make easier for the tourist and local commuters to travel to their last destinations.
- There are many cultural monuments are present in Agra but those are overlooked or ignored because the major focus is given on Taj Mahal and Agra Fort. However, those lesser-known monument details along with photos should be displayed at metro stations.
- Wheelchair facility for the differently abled
- Mobile recharge station along with ATM
- Free drinking water.
- Authorized service provider for taxi, auto and bike with unique dress code
- Helpline for women and child safety
- Metro assistance service center
- Food joints and eateries with online payment option.
- 'MAY I HELP YOU' desk at each station.

Future Expectations from metro project:

- Gradually the metro will meet the future transportation requirement of Agra city in near future.
- Currently it will take time for the local citizens to get equipped/familiar with the metro service.
- The habit of travel by metro will increase gradually.
- Considering the potential of the project, undoubtedly metro will cater to the future transportation requirement of Agra city.

Suggestions:

- Timely completion of the project without delay is expected.
- The project implementation should be completed within given time as proposed by UPMRC.



- Integration of existing transport system is much needed in order to achieve success in metro rail system in the city.
- One card for all the transport facility can be developed in future starting from metro to bus, bus to auto etc.
- The travel cost shall be estimated considering the affordability of various types of users.
- Employment opportunity for youths (both men and women) shall be taken care of.
- CCTV camera installation and police patrolling at stations and entry/ exit points.
- Awareness programme about how to access metro through media houses since the people in Agra are going to use it for the first time.
- Verbal assistance in vernacular language to be available in the help desk.
- Traffic management during construction and implementation of the projects.
- Information distribution about the update of the project through media houses
- 'MAY I HELP YOU' desk at the station.
- Afforestation should be done following the standard measures if tree cutting is unavoidable.

5.8 Disclosure

During the disclosure process, information will be made available to the groups of stakeholders who are affected by the project, have interests in the project or have the potential to influence the project outcomes.

In order to make the SIA & RAP preparation and implementation process transparent, a series of stakeholder consultation meetings with all stakeholders were carried out in the field for dissemination of information regarding rehabilitation process and entitlement framework. The details of public consultations carried out to disseminate information regarding rehabilitation and EM are presented in **Table 5-4**. The summary of SIA and RAP's and R&R policy will be translated into Hindi and disclosed at prominent places in the project area by the UPMRC. The documents that will be available in the public domain will include: Resettlement Policy Framework, GAP, Stakeholder Engagement Plan, Social Impact Assessment and Resettlement Action Plan. All the related documents will be made available on the UPMRC website and site offices for easy access by the interested stakeholder. The UPMRC will assist in community level disclosure and information dissemination work, which will include community display, meetings and consultations. Further, consultations will be held amongst all stakeholders. The summary of SIA & RAP will be translated in to Hindi and will be distributed to the stakeholders, and their views and suggestions will be incorporated into the final SIA & RAP depending on their applicability.

Table 5-5 presents the strategy for stakeholder engagement and information disclosure by stage, type of stakeholders, frequency of engagement, and modes of information disclosure



during the overall project cycle. The strategies are presented in two components of the project.

Table 5-5: Information Dissemination and Modes of Disclosure and engagement during RAP Implementation

Target stakeholders	Information to be disclosed	Tools of Engagement & Mode of Disclosure	Frequency	Responsibilities
Engagement at the Project Concept and SIA Stage				
PAPs including NTH	<ul style="list-style-type: none"> Project scope and design details, design alternatives for impact minimization Baseline information on social aspects Project’s induced social risk, LA and compensation process Impact mitigation and enhancement measures Suggestions on resettlement and rehabilitation provisions and conveying to PAPs the final provisions as approved by govt. Grievance mechanism process 	<ul style="list-style-type: none"> HH surveys, consultations, focus group discussions written information in local language Hindi project details on UPMRC website GRM helpline number through display at project site locations and offices. 	Twice in the project preparation stage: <ul style="list-style-type: none"> Preliminary screening has been carried out. HH level census & socio-economic survey with all project affected HHs including vendors and consultations has been carried out during DPR and detailed SIA stage 	UPMRC through RPF/ Semi-annual and annual progress report.
Project Affected Disadvantaged and vulnerable HHs including PwD	<ul style="list-style-type: none"> LA and compensation process Impact mitigation and enhancement measures Suggestions on resettlement and rehabilitation provisions 	<ul style="list-style-type: none"> HH surveys, consultations, focus group discussions Written information in local language Hindi 	At least twice in the project preparation stage: <ul style="list-style-type: none"> Preliminary screening has been carried out. 	UPMRC through RPF/ Semi-annual and annual progress report



Target stakeholders	Information to be disclosed	Tools of Engagement & Mode of Disclosure	Frequency	Responsibilities
	<p>and conveying to PAPs the final provisions as approved by govt.</p> <ul style="list-style-type: none"> Grievance mechanism process Design intervention for vulnerable, PwD particularly provision of access ramps to stations, platforms etc. 	<ul style="list-style-type: none"> Project details on UPMRC website GRM helpline number through display at project site locations and offices. 	<ul style="list-style-type: none"> HH level census & socio-economic survey with project affected disadvantaged and vulnerable HHs has been carried out during DPR and detailed SIA stage. 	
People residing in project area/ general communities	<ul style="list-style-type: none"> Project scope and design details, design alternatives for impact minimization grievance mechanism process. Accident and safety issues; natural calamities and proneness to risks. Disruption to services and arrangement during construction Community safety measures during constructions. Relocation of CPRs, damages (cracks etc.) to assets/structures during construction 	<ul style="list-style-type: none"> Consultations, focus group discussions Written information Project details on UPMRC website GRM helpline number through display at project site locations and offices. 	<p>At least twice in the project preparation stage:</p> <ul style="list-style-type: none"> Preliminary screening has been carried out. Census survey of affected CPRs and consultations with communities has been carried out during DPR and detailed SIA stage. 	UPMRC through RPF/ Semi-annual and annual progress report



Target stakeholders	Information to be disclosed	Tools of Engagement & Mode of Disclosure	Frequency	Responsibilities
	<ul style="list-style-type: none"> • Muck disposal locations 			
Other Interested Parties (External) <ul style="list-style-type: none"> • ASI • Forest Department • Revenue Department • State Pollution Control Boards • District Administration • Contractors • Consultants • Civil Society • Department of Town Planning • Labour Dept. • UPSRTC 	<ul style="list-style-type: none"> • Project scope and design details, design alternatives for impact minimization • LA and compensation process • Secondary baseline information on social aspects • Project's induced social risks • Impact mitigation and enhancement measures • Resettlement and Rehabilitation (Policy changes and implementation) • Grievance mechanism process • Labour management • Accidents and road safety issues; natural calamities and proneness to risks; Gender related issues. • Involvement of women Self-help groups for economic rehabilitation 	<ul style="list-style-type: none"> • Project details on UPMRC website • Face-to-face meetings 	<ul style="list-style-type: none"> • As per requirement for obtaining necessary clearances/permissions 	<ul style="list-style-type: none"> • UPMRC through RPF/ Semi-annual and annual progress report/ Contractor's ESMP (Environmental & Social Management Plan)



Target stakeholders	Information to be disclosed	Tools of Engagement & Mode of Disclosure	Frequency	Responsibilities
	<ul style="list-style-type: none"> Shifting of utility and temporary arrangement Community safety measures during constructions. Design intervention for PwD 			
Implementation and Operation Stage				
PAPs including NTH	<ul style="list-style-type: none"> LA and compensation process Possible work opportunities Grievance mechanism process Provisions of eligible entitlements including Livelihood Restoration activities 	<ul style="list-style-type: none"> The representative of PAPs will be selected by the PAPs only. Regular Public Announcement Regarding the cut-off date of the project to stop influx of squatters which includes mobile or semi-mobile vendors, slum dwellers, kiosks etc. Every month officials of UPMRC will hold meetings with PAPs (TH). UPMRC official will contact and hold meetings with Mobile Vendors and other 	<ul style="list-style-type: none"> Continuous – till completion of all RAP activities 	UPMRC through RAP implementation



Target stakeholders	Information to be disclosed	Tools of Engagement & Mode of Disclosure	Frequency	Responsibilities
		<p>squatters covered during census survey</p> <ul style="list-style-type: none"> • Contact details of UPMRC official will be displayed at project site. • UPMRC will prepare Micro Plan in consultation with PAPs. Training need assessment will be carried out during preparation of micro plan. 		
Project Affected Disadvantaged and Vulnerable HH	<ul style="list-style-type: none"> • LA and compensation process • Possible work opportunities • Grievance mechanism process • Provisions of eligible entitlements including Livelihood Restoration activities 	<ul style="list-style-type: none"> • Regular Public Announcement Regarding the cut-off date of the project with vulnerable HHs i.e BPL, PwD, SC and WHHs. • Officials of UPMRC will hold meetings & focus group discussions with vulnerable HHs closer to their areas. 	<ul style="list-style-type: none"> • Continuous – till completion of all RAP activities 	UPMRC through RAP implementation



Target stakeholders	Information to be disclosed	Tools of Engagement & Mode of Disclosure	Frequency	Responsibilities
		<ul style="list-style-type: none"> Contact details of UPMRC official will be displayed on information boards at project site. UPMRC will prepare Micro Plan in consultation with vulnerable HHs. Training need assessment will be carried out during preparation of micro plan. 		
<p>People residing in Project community area/ general, community leaders NGOs operational in the area</p>	<ul style="list-style-type: none"> Project scope and design details, Accidents and safety issues Contractor establishment details i.e. labour camps, plants area etc. Muck disposal locations; usage of local water sources, if any, Management of air, water and noise pollution particular focusing the benefit of installed noise barrier 	<ul style="list-style-type: none"> Consultations, focus group discussions Meetings with communities involving police departments for safety aspects Safety sign boards Project details on UPMRC website Written information in local language Hindi 	<ul style="list-style-type: none"> Periodically, semi-annual and annual report 	<p>UPMRC through</p> <ul style="list-style-type: none"> Community /village heads for relocation of CPRs District administration Civil works contractor Police department Local hospitals



Target stakeholders	Information to be disclosed	Tools of Engagement & Mode of Disclosure	Frequency	Responsibilities
	<ul style="list-style-type: none"> • Disruption to services and arrangement during construction • Grievance mechanism process • Community safety measures constructions • Relocation of CPRs • Provisions for assessment of reported damages (cracks, etc.) to assets/ structures during construction and payment, if applicable 	<ul style="list-style-type: none"> • GRM helpline number through display at project site locations and offices 		
Civil works contractor and their personnel & sub-contractors	<ul style="list-style-type: none"> • Orientation on Environmental, Social, Health & Safety (ESHS) provisions; • Sexual harassment provisions, • Labor related aspects as provided in the • Labor 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 	UPMRC & Civil works contractor
Other Interested Parties (Internal) <ul style="list-style-type: none"> • GC 	<ul style="list-style-type: none"> • Project information: scope and rationale and social principles 	<ul style="list-style-type: none"> • Face-to-face meetings • Trainings/workshops 	<ul style="list-style-type: none"> • As per requirement 	<ul style="list-style-type: none"> • UPMRC & • GC with additional support from



Target stakeholders	Information to be disclosed	Tools of Engagement & Mode of Disclosure	Frequency	Responsibilities
<ul style="list-style-type: none"> External Consultant Contractors, sub-contractors, Service providers, suppliers, and their workers 	<ul style="list-style-type: none"> Training in RPF, RAP, requirements and other management plans. Grievance mechanism process ESHS, SEP, Labor Management procedures Feedback on consultant/ contractor reports 			EIB on ES Standards aspects
Direct communication with affected crops/asset owners, if applicable	<ul style="list-style-type: none"> Share information on project activities/ update Agree options for removing of assets. Reminders of potential impacts the project; relocation of THs/NTHs Possible employment opportunities. Skill enhancement training 	<ul style="list-style-type: none"> Face to face meeting Project details on UPMRC website Written information in local language Hindi GRM helpline number through display at project site locations and offices Project leaflet 	<ul style="list-style-type: none"> As per requirement 	<ul style="list-style-type: none"> UPMRC Contractor NGO if appointed
Other Interested Parties (External) <ul style="list-style-type: none"> Representatives in villages Police stations. 	<ul style="list-style-type: none"> Project information - scope and rationale and social principles Project status Health and safety impacts Possible employment opportunities 	<ul style="list-style-type: none"> Public meetings, open houses, trainings/ workshops Disclosure of written information: brochures, posters, flyers, website, 	<ul style="list-style-type: none"> AS per requirements 	<ul style="list-style-type: none"> UPMRC GC External Monitoring Consultant



Target stakeholders	Information to be disclosed	Tools of Engagement & Mode of Disclosure	Frequency	Responsibilities
<ul style="list-style-type: none"> • Village Panchayats. • Civil Society. • Traders Associations • District Authorities 	<ul style="list-style-type: none"> • Environmental concerns • Grievance mechanism process 	<ul style="list-style-type: none"> • information boards in villages • Notice board(s) at construction sites • Grievance mechanism 		<ul style="list-style-type: none"> • Contractor/sub-contractors



6 POLICY AND LEGAL FRAMEWORK

6.1 Introduction

The legal framework and principles adopted for addressing resettlement issues in the project have been guided by the existing legislation and policies of the GoI, the GoUP, and the EIB's ESS. Prior to the preparation of the SIA report, a detailed analysis of the existing national and state policies was undertaken. The section below provides details of various national and state level legislations studied and their applicability for the project. This RAP is prepared based on a review and analysis of all applicable legal and policy frameworks of the country, state and EIB policy requirements.

6.2 RFCTLARR Act, 2013

The RFCTLARR Act, 2013 has been effective from January 1, 2014, after receiving the assent of the President of the Republic of India. The act replaced the Land Acquisition Act, 1894.

The RFCTLARR Act 2013, has four schedules for minimum applicable norms for compensation based on market value, multiplier and Solatium; R&R entitlements to land owners and livelihood losers; and facilities at resettlement sites for Displaced Persons (DPs), besides providing flexibility to states and implementing agencies to provide higher norms for compensation and R&R. It also provides for the baseline for compensation and has devised a sliding scale which allows States to fix the multiplier (which will determine the final award) depending on distance from urban centres. The aims and objectives of the act include:

- i. to ensure, in consultation with institutions of local self-government and Gram Sabhas established under the constitution of India, a humane, participative, informed, and transparent process for LA for industrialization, development of essential infrastructural facilities, and urbanization with the least disturbance to the owners of the land and other affected families;
- ii. Provide just and fair compensation to the affected families whose land has been acquired, or proposed to be acquired, or is affected by such an acquisition;
- iii. make adequate provisions for such affected persons for their rehabilitation and resettlement;
- iv. Ensure that the cumulative outcome of compulsory acquisition should be that affected persons become partners in development, leading to an improvement in their post-acquisition social and economic status, and for matters connected therewith or incidental thereto.

Section 27 of the act defines the method by which market value of the land shall be computed under the proposed law. Schedule I outlines the proposed minimum compensation based on a multiple of market value. Schedule II outline the resettlement and rehabilitation



entitlements to landowners and livelihood losers, which shall be in addition to the minimum compensation per Schedule I.

The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Amendment) Second Ordinance, 2015: With an intention to overcome the procedural difficulties in LA for important national projects, the President of India has issued an amendment ordinance on May 30, 2015. Three main features of the ordinance among others are as following:

- i. The Chapter II and III of the RFCTLARR Act - 2013 regarding determination of SIA and public purpose and special provision to safeguard food security shall not apply to the project such as (a) vital to national security or defence of India and every part thereof, including preparation for defence or defence production; (b) rural infrastructure including electrification; (c) affordable housing and housing for the poor people; (d) industrial corridors; and (e) infrastructure and social infrastructure projects including projects under public private partnership where the ownership of land continues to vest with the government.
- ii. The five-year period set by the principal act in Section 24 under sub-section (2), for lapse of the 1894 Act shall exclude the cases where acquisition process is held upon account of any stay or injunction issued by any court or the period specified in the award of a tribunal for taking possession.
- iii. The five-year period set by the principal act for any land acquired and unused is now a period specified for the setting up of any project or five years, whichever is later.

6.3 UPMRC Rehabilitation and resettlement Policy

6.3.1 Guiding Principles

Resettlement and rehabilitation activities of the AMRP is governed by the following general principles, which are based on the RFCTLARR Act, 2013; the G.O 24/2015/387/8-1-15-50-LDA/204 dated 04.02.2015 of the UP Government. The GoUP is also in line with provisions of the RFCTLARR Act, 2013.

- In general, LA will be undertaken in such a way that no project affected person, with or without formal title, will be worse off after LA;
- all activities and procedures will be formally documented;
- the property and inheritance rights of PAPs will be respected;
- if the livelihood of the PAPs 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;
- if project affected person, without legal title, is not satisfied with the above decisions, they can approach the GRC;



- in cases where there are persons working on the affected land or businesses, as determined by the SIA, where the project affected person does not have formal title to the land (e.g. wage earners, workers, squatters, encroachers, etc.), then compensation/ assistance should be provided to these PAPs to ensure no loss, to the extent as determined appropriate by the SIA;
- in cases where land is needed on a temporary basis, PAPs 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;
- if resettlement is unavoidable in addition to the payment of fair market value for all land and immovable property, PAPs will be provided assistance in relocation and other related expenses (i.e. cost of moving, transportation, administrative cost etc.);
- these rights do not extend to individuals who commence any activities after cut-off date of the project;
- the compensation and eligible resettlement and rehabilitation assistance will be paid prior to taking over of land and other assets for construction purposes;
- All PAPs (private and public, individual and businesses) entitled to be compensated for land acquired; losses, structures or damages will be offered compensation in accordance with the provisions of this RPF. 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 GRC / courts as appropriate.

In addition to the above stated principles, R&R activities of AMRP will also be governed by EIB's principles as per ESS as follows:

- LA and resettlement process will be conducted on voluntary basis, giving due respect to the fundamental right to property
- With improvising engineering and design aspects, minimal or no physical or economical displacement will be planned during execution of project
- Existing structure will be utilised, if found suitable and fit for purpose
- Timely information will be shared following transparent and fair process involving PAP through individual and group consultation approach
- Resettlement plans will be informed to various stakeholder groups for feedback and improvement, if required.
- Special attentions to vulnerable PAPs will be provided to ensure maintenance of social and financial post resettlement condition will be better off than the pre resettlement conditions.
- PAH's will be provided assistance to restore their livelihood and living standard.



6.3.2 Eligibility for Compensation, Assistance and Rehabilitation

- i. Cut-off Date is the date of first notification for LA for the project under applicable Act or GO in the cases of LA affecting legal THs. For NTHs, the completion date, i.e. 16.03.2022 of the census & socio-economic survey for Corridor-1. The cut-off date for Corridor-2 will be released in phase manner. Any NTHs who settles in the affected areas after the cut-off date, will not be eligible for compensation. Before commencing the census & socio-economic survey in the project area, SIA Study notification has been published in vernacular language i.e. Hindi in project affected area as per the requirement of Section 4 of RFCTLARR Act, 2013. The cut-out of SIA notification is presented in **Figure 2-3**.
- ii. Eligibility of different categories of PAHs will be as per the EM shown in the section below.
- iii. The unit of entitlement will be the family.
- iv. THs PAHs will be eligible for compensation as well as assistance if they are affected by the project.
- v. NTHs PAPs will not be eligible for compensation of the land occupied by them however; they will receive compensation for the investment made by them on the land such as replacement value of structures and other assets. They will also be eligible for R&R assistance as per RPF and EM.
- vi. The entitlements to the NTHs will be given only if they had occupied the land or structures in the project area prior to the cut-off date.
- vii. In case a PAHs could not be enumerated during census, but has reliable evidence (electricity, water supply bill, rent receipts etc) to prove his/her presence before the cut-off date in the affected zone shall be included in the list of PAPs after proper verification by the grievance redress committee.
- viii. PAHs from vulnerable group will be entitled for additional assistance as specified in the EM.
- ix. PAHs will be entitled to take away or salvage the dismantled materials free of cost without delaying the project activities.
- x. If a notice for eviction has been served on a person/family before the cut-off date and the case is pending in a court of law, then the eligibility of PAP will be considered in accordance with the legal status determined by the court and the PAP will be eligible for compensation/assistance in accordance with the RAP provisions.
- xi. Loss of land will be compensated at replacement cost plus refund of transaction cost (land registration cost, stamp duties etc.) incurred for the purchase of replacement land within the time frame mentioned in the EM.
- xii. In case CPR, if the land and structure is privately owned the compensation for land shall be paid to the THs. The reconstruction/replacement of the CPR shall be implemented in consultation with the community as appropriate. In addition to



compensation to the CPR owner, users will get access to an alternative CPR property, especially in case of education and health facilities. If CPR is occupied by the any tenants, s/he will be compensated for the loss.

- xiii. Sufficient advance notice of at least 60 days will be given to illegally occupied PAHs to vacate premises and dismantle the affected structures prior to starting the civil work.

6.3.3 Government Order for LA

As per the policy issued by Revenue Section 13 GO No.-632 / One-13-11-5) / 2004, dated June 2, 2011, the general policy of the state for acquiring land for all "people" is that the land owners, and as per the rules/orders related to purchase on the basis of mutual agreement between the acquiring bodies, the land should be purchased directly from the landowners. The RFCTLARR Act, 2013 (Act No. 30 of 2013) has been promulgated, "which is effective from 01-01-2014. In the case of persons other than those specified in section 46 of this Act, the said purchase of land directly. There is a provision for giving benefits related to rehabilitation and resettlement mentioned in the Second Schedule of the act and for conducting the purchase proceedings through the Collector.

Under the RFCTLARR Act 2013, for the purpose of making the process of LA process time and labour practicable and encouraging the purchase of land, the state departments of the state, autonomous extracting industrial authorities, councils formed under the control of various departments, and the process for purchasing the land directly from the land owners are being set up for the purchasing bodies, etc., such as the public private partnership projects to be implemented. The following procedure is prescribed for purchasing land on the basis of consent.

- For the above purchasing bodies "small projects" are such projects for which the total cost of the land to be purchased for the project is up to Rs. 10 crore, for the approval of the rates of land and the approval of the total land value, under the chairmanship of the concerned Additional District Magistrate (ADM) (Finance and Revenue), as follows: Project). To determine the rate of purchase and the total land value approval, a committee is formed.
- The District Magistrate (DM) is concerned for the approval of the rates of land and the approval of the total land value of the "Central and Major Projects" for the above purchase units, i.e. the projects in which the total value of the land to be purchased for the project is more than Rs.10 crore. Under the chairmanship of the district, the rate of purchase of the district (medium and large projects) and the total land value approval committee is formed. The composition of committee members and detailed procedures are given in **Annexure H**.



6.4 EIB's Policy on IR

EIB's ESS6 on involuntary resettlement as its objective has the following:

- i. Avoid or, at least minimize, project induced resettlement whenever feasible by exploring alternative project designs;
- ii. Avoid and/or prevent forced evictions and provide effective remedy to minimize their negative impacts should prevention fail;
- iii. Ensure that any eviction which may be exceptionally required is carried out lawfully, respects the rights to life, dignity, liberty and security of those affected who must have access to an effective remedy against arbitrary evictions;
- iv. Respect individuals', groups' and communities' right to adequate housing and to an adequate standard of living, as well as other rights that may be impacted by resettlement;
- v. Respect right to property of all affected people and communities and mitigate any adverse impacts arising from their loss of assets or access to assets and/or restrictions of land use, whether temporary or permanent, direct or indirect, partial or in their totality.
- vi. Assist all DPs to improve, or at least restore, their former livelihoods and living standards and adequately compensate for incurred losses, regardless of the character of existing land tenure arrangements (including THs and those without the title) or income earning and subsistence strategies;
- vii. Uphold the right to adequate housing, promoting security of tenure at resettlement sites, if proposed;
- viii. Ensure that resettlement measures are designed and implemented through the informed and meaningful consultation and participation of the project affected people throughout the resettlement process;
- ix. Give particular attention to vulnerable groups, including women and minorities, who may require special assistance and whose participation should be vigilantly promoted.

6.5 Street Vendors (Protection of Livelihood and regulation of Street Vending) Act 2014

The AMRP will not involve relocation of street vendors/mobile vendors/semi-mobile vendors. Prior to the construction of metro work, UPMRC will carry out utility shifting and road-widening work to avoid traffic snarls near the project site. During the execution of construction work, the project site will be barricaded by providing the working area and slip road for traffic movement on both sides for operation. During the execution of metro work, UPMRC will ensure no mobile vendors, kiosks, or establishments are disturbed. The mobile vendors can operate from the same location; however, they may shift 3 to 4 meters from the existing location during the implementation of the project. Street or mobile vendors will



operate their business as usual on the footpath, as they are doing it before the start of metro construction work.

The Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014 was enacted in order to legalize the vending rights of the street vendors. This Act was brought in consonance with the constitutional provision of Article 14 which states right to equality, and freedom to trade, profession, and business and enshrined under Article 19(1)(g) of the Constitution. The Act was framed to regulate the vending of the street vendors making a regulatory body for such vending, avoiding congestion on the footpath so that the traffic can be maintained freely. This Act envisaged a responsibility on the state to recognize the rights of the vendors and provide them with social security from any kind of infringement. Since, before the enactment of the Act, the vendors were considered as the encroachers on the public land, so the Act now recognized their rights of vending making their work legal. Salient features of Street Vendor Act are as follows:

1. Town Vending Committee (TVC)

- Each TVC shall consist of:
 - Municipal Commissioner or CEO, who shall be the Chairperson; and
 - Representatives of Local Authority, Medical Officer, Planning Authority, Traffic Police, Police, Association of Street Vendors, Market Associations, Traders Associations, NGOs, CBOs, RWAs, Banks etc.;
 - Representatives of NGOs and CBOs shall not be less than 10%;
 - Representatives of Street Vendors shall not be less than 40%;
 - 1/3rd Street Vendors have to be from amongst Women Vendors;
 - Representative Vendors from SC/ ST/ OBC/minorities and persons with disabilities.
- TVC may associate with experts temporarily for advice.
- TVC will be provided proper office space by the local authority.
- Decisions of TVC shall be notified along with suitable reasons.
- Every TVC shall publish a Street Vendor's charter that
 - Specifies the time for issuance of Certificate of Vending to a street vendor.
 - Specifies the time within which such Certificate of Vending shall be renewed.
- TVC shall maintain up-to-date records of Registered Street Vendors and Street Vendors to whom Certificate of Vending has been issued.
- TVC shall carry out social audit of its activities under the Act/ Rules/ Schemes.

2. Regulation of Street Vending

- TVC to conduct a survey of all existing Street Vendors and to ensure that all are accommodated in the Vending Zones.
- Norm: Vendors to be two and a half per cent of the ward/ zone/ town/ city population.
- Street vendors' to be issued Certificate of Vending by the TVC.
- Street vendors to give an undertaking stating that:
 - he shall carry on the business of Street Vending himself,



- he has no other means of livelihood,
- he shall not transfer in any manner.
- Categories of Vendors: Stationary vendor; mobile vendor; or any other category.
- Provide for preference to SC/ ST/ OBCs/ women/ persons with disabilities/ minorities.
- Street vendors shall pay Vending Fees.
- Certificate of Vending shall be valid for a certain period and shall be renewable on payment of specified fees.
- Cancellation or suspension of certificate of vending on breach of any conditions.
- Persons aggrieved by cancellation/suspension may appeal to local authority.
- If number of vendors identified are more than the holding capacity of the vending zone TVC to carry out a draw of lots for issuing the certificate of vending. Remaining persons to be accommodated in any adjoining vending zone to avoid relocation.

3. Rights and Obligations of Street Vendors

- a. Street Vendors shall have
 - The right to carry on the business of street vending activities.
 - In case of his relocation, shall be entitled to a new site or area.
 - If he occupies space on a time-sharing basis, he shall remove his goods and wares every day at the end of the time-sharing period allowed to him.
 - Shall maintain cleanliness and public hygiene.
 - Shall maintain civic amenities and public property in the vending zone in good condition.
 - Shall pay such periodic maintenance charges.
- b. Relocation and Eviction of Street Vendors
 - Local authority may, on recommendations of the TVC:
 - Declare a zone or part of it to be a no-vending zone for any public purpose and relocate the street vendors vending in that area, in such a manner as may be specified in the scheme.
 - Shall evict such street vendors' whose certificate of vending has been cancelled or who does not have a certificate of vending.
 - No street vendor shall be relocated or evicted from its place of operation.
 - A street vendor shall be relocated or evicted by the local authority physically in case the notice period is over.
 - Penalty to be levied on the street vendor who fails to relocate or vacate the place specified in the certificate of vending.
 - Local authority can also seize the goods of such a street vendor.
 - In case of seizure, a list of goods seized shall be prepared.
 - Street vendors', whose goods have been seized may reclaim his goods on paying of such fees, as may be specified in the scheme.

4. Other Provisions of Street Vending Act



- Prevention of Harassment of Street Vendors: Terms and conditions of their certificate of vending shall be prevented from exercising such rights by any person, police or any other authority exercising powers under any other law for the time being in force.
- Penalty for Contraventions: If any street vendor, indulges in vending activities without a certificate of vending; contravenes the terms of the certificate of vending; contravenes any other terms and conditions specified for the purpose of regulating street vending.
- Power to make bye-laws: Regulation and manner of vending in restriction-free-vending zones, restricted vending zones and designated vending zones; Determination of monthly maintenance charges for the civic amenities; Determination of penalty; Regulation of the collection of taxes and fees in the vending zones; Regulation of traffic in the vending zones; Regulation of the quality of products and services provided to the public, Regulation of civic services in the vending zones.
- Plan for Street Vending:
 - Ensure that all Street Vendors identified in the survey, subject to a norm conforming to 2.5% of the population of ward/ zone/ town/ city, are accommodated in Street Vending Plan (SVP); Ensure the right of commuters to move freely and use the roads without any impediment; Ensure that provision of space or area for street vending is reasonable and consistent with existing natural markets; Take into account the civic facilities for appropriate use, Promote convenient, efficient and cost effective distribution of goods and services.
 - SVP shall contain determination of spatial planning norms for street vending; Earmarking of space or area for vending zones; Determination of vending zones as restriction-free-vending zones, restricted vending zones and no-vending zones; Making of spatial plans conducive and adequate for the existing and future growth; Consequential changes needed in the existing master plan, development plan, zonal plan, layout plan and any other plan for accommodating street vendors in the designated vending zones.
- Declaration of No-vending zone shall be carried out by the plan for street vending, subject to the following principles
 - Any existing market/ natural market shall not be declared as a no-vending zone;
 - Such declaration should displace the minimum percentage of street vendors;
 - Overcrowding of any place shall not be a basis for declaring any area as a no vending zone provided that restrictions may be placed on issuing certificate of vending in such areas to persons not identified as street vendors in the survey;
 - Sanitary concerns shall not be the basis for declaring any area as a no-vending zone;
 - Till such time as the survey has not been carried out and the plan for street vending has not been formulated, no zone shall be declared as a no-vending zone.



6.6 The Ancient Monuments and Archeological Sites and Remains Act, 2010

The Ancient Monuments and Archaeological Sites and Remains (Amendment and Validation) Act, 2010 has been enacted to amend the Ancient Monuments and Archaeological Sites and Remains Act, 1958, and to make provision for validation of certain actions taken by the Central Government under the said act. The act came into force on January 23, 2010.

The act states that the limits of prohibited area and regulated area around the monuments, archaeological sites, and remains declared by the Central Government as protected have been specified in the principle act as 100 m and 200 m, respectively. The limits so fixed may be further extended on the basis of the gradation and classification of the monuments and archaeological sites, and remains to be done by the National Monuments Authority, which is to be constituted by the Central Government by virtue of the amendment in the principle act. The act defines a regulated area and a prohibited area as follows:

Prohibited Area: It is the area beginning at the limit of the protected area or the protected monument declared as of national importance, and extending to a distance of 100 m in all directions. There is also a provision in the Act to further extend the prohibited area beyond 100 m with regard to the classification of any protected monument or protected area on the recommendation of the National Monument Authority by the Central Government.

Regulated Area: It is the area beginning at the limit of the prohibited area in respect of every protected archaeological monument or site and remains and extending to a distance of 200 m in all directions. This 200 m regulated area could further be extended, having regard to the classification of any protected monument or protected area, on the recommendation of the National Monument Authority by the Central Government. The regulated area has an extent not only horizontally but also vertically and covers even below the surface.

The Act provides that in exceptional cases where the Central Government or DG/ASI is satisfied that the work/project is in public interest and does not have a significant adverse impact on the monument site, permission can be granted for such work in a prohibited area. The act provides that none other than an archaeological officer can carry out any construction in any prohibited area. The act provides that no permission, including carrying out any public work or project essential to the public or other constructions, shall be granted in any prohibited area on and after the date on which the Ancient Monuments and Archaeological Sites and Remains (Amendment and Validation) Act, 2010 comes into force.

Amendment to this act vide the Ancient Monuments and Archaeological Sites and Remains (Amendment) Bill, 2017 defines “public works” to mean construction works related to infrastructure financed and carried out by any department or offices of the Central Government for public purposes that are necessary for the safety or security of the public at large. Emergent necessity is based on a specific instance of danger to the safety or security of



the public at large, and there is no reasonable possibility of any other viable alternative to such construction beyond the limits of the prohibited area. The 2017 Bill states that the clause in Act 2010 that barred permission to construct in prohibited areas shall not apply to public works.

The other acts and policies, which may be relevant, are:

- Minimum Wages Act, 1948
- Untouchability Offences Act, 1955
- The Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989
- The Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Rules, 1995
- Contract Labour (Regulation and Abolition) Act, 1970
- The Bonded Labour System (Abolition) Act, 1976
- Child Labour (Prohibition and Regulation) Act 1996 along with Rules, 1988
- The Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995
- The Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Rules, 1996
- Children (Pledging of Labour) Act, 1933 (as amended in 2002)
- The Right to Information (RTI) Act, 2005

6.7 Gap between Indian Laws and EIB Requirements

There are certain gaps between the prevailing Indian laws and EIB's requirements for resettlement and rehabilitation of PAPs. The EIB standard is used to fill up any gaps between Indian Laws (RFCTLARR Act 2013 and GoUP) and the EIB ESS6. A comparative chart of EIB and Indian laws is given in the following **Table 6-1**:



Table 6-1: Gap between Indian Laws and EIB Requirements

S. No.	Requirements	EIB Standards	Indian National Law (RTFCTLARR Act 2013)	Identified Gap	How the Project will address the gap.
1	Avoid IR	IR should be avoided wherever possible	Indian Law also acknowledges that impact of IR should be minimized.	No gap	-
2	Minimize IR	Minimize IR 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	Yes	No Gap	-



S. No.	Requirements	EIB Standards	Indian National Law (RTFCTLARR Act 2013)	Identified Gap	How the Project will address the gap.
		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.			
5	Prepare mitigation plans for affected persons	To address the project impacts, prepare RAP or RPF 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 cutoff date	No gap	-
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	-



S. No.	Requirements	EIB Standards	Indian National Law (RTFCTLARR Act 2013)	Identified Gap	How the Project will address the gap.
8	Avoid Forced Eviction	Avoid and/or prevent forced evictions and provide effective remedy to minimize their negative impacts should prevention fail;	There is no specific mention	Gap identified with respect to Forced Eviction.	Project will follow the process where forced eviction can be avoided in compliance with EIB standard. Refer Page No 111 for Forced Evictions
9	Consider alternative project design	Avoid or, at least minimize, 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 IR.	Project will follow the process where adequate attention will be paid to explore design alternatives to minimize impact of IR in compliance with EIB standard
10	Involvement of and consultation with the stake holders	Consult project-affected persons, host communities and Local NGOs, 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	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



S. No.	Requirements	EIB Standards	Indian National Law (RTFCTLARR Act 2013)	Identified Gap	How the Project will address the gap.
		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 DPs who may not be protected. Through national land compensation legislation.			
11	Eligibility	Any person (THs, NTHs 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 NTHs only if they are residing on the land for the previous 3 years	Gap identified regarding rights of NTHs in case of IR.	Project will not consider any conditional approval in case of acknowledging the rights of the NTHs to comply with EIB norms.



S. No.	Requirements	EIB Standards	Indian National Law (RTFCTLARR Act 2013)	Identified Gap	How the Project will address the gap.
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 vigilantly promoted	Definition is narrower. It includes only SC and ST displaced from scheduled areas [1] as specified by the Constitution of the country	Gap identified in terms of special attention to vulnerable affected people.	Project will accept EIB definition of vulnerable people and take adequate measure in compliance to EIB standard.
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.	*Project will mention the definition of Replacement Cost as per EIB norm.
14	Livelihood Restoration	The affected persons will be offered assistance for livelihood restoration	Rehabilitation and Resettlement Scheme	Gap identified in mentioning	Project will pay adequate attention to ensure



S. No.	Requirements	EIB Standards	Indian National Law (RTFCTLARR Act 2013)	Identified Gap	How the Project will address the gap.
		or improvement through provision of training, credit, job placement, and/or other types of assistance;	will take into account loss of livelihood of THs and NTHs.	livelihood restoration of PAFs	livelihood restoration of PAFs at least at the pre-project level.
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 RAP 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	-



S. No.	Requirements	EIB Standards	Indian National Law (RTFCTLARR Act 2013)	Identified Gap	How the Project will address the gap.
17	Support existing social and cultural institutions of the affected persons	To the extent possible, the existing social and cultural institutions of resettles and any host communities are preserved and re-settlers' preferences with respect to relocating in pre-existing communities and groups are honoured.	Yes	No gap	-
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 RAP or RPF. The RAP or RPF will include measures to ensure that the DPs are provided assistance during relocation; provided with residential housing or housing sites, or as required agricultural sites; offered transitional support; provided with development	Yes	No gap	-



S. No.	Requirements	EIB Standards	Indian National Law (RTFCTLARR Act 2013)	Identified Gap	How the Project will address the gap.
		assistance in addition to compensation.			
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 (M&E) of the activities set forth in the resettlement instrument. Assess whether the objectivities 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.	Yes	No gap	-

**Replacement Cost refers to the value determined to be fair compensation for: (i) land, based on its productive potential; (ii) houses and structures, based on the current market price of building materials and labor without depreciation or deductions for salvaged building material, and (iii) residential land, crops, trees, and other commodities, based on their market value. Such cost needs to further account for any removal costs, utility connection costs, taxation costs imposed on new housing/re-established businesses etc. Where markets do not exist, surrogate values must be determined. It is also presented in section 6.11 and 6.12 of this Chapter.*

6.8 Entitlement Matrix

An EM has been developed for AMRP, which summarizes the types of losses and the corresponding nature and scope of entitlements. The EM is in compliance with RFTCLARR Act 2013, the AMRP RPF and the EIB ESS guidelines that are applicable for the project (refer to **Table 6-2**). Appropriate compensation and assistance will be fully paid prior to all affected families. The provisions of the EM will apply for the acquisition of land under RFTCLARR Act 2013.

Table 6-2: Entitlement Matrix

S. No	Compensation/ Rehabilitation Measures	Eligibility for Entitlement	UPMRC Adopted Policy/Entitlement*
Compensation			
1	Loss of Private Land	Titleholder	Market value/ Circle rate as per stamp Act.
2	Loss of other immovable assets (value of assets attached to land or building)	Titleholder	Will be determined on the basis of valuation by authorized expert based on a replacement value**.
3	Solatum for loss of Land, Structure and other immovable assets	Titleholder	100% of arrived value of land and building. The compensation is calculated for land, structures and such assets attached to the building or land as applicable and the total of all considered before considering the solatium, including any transaction costs and fees
4	Loss of other immovable assets (value of assets attached to land or building)	***Squatters/ Kiosks/ Encroachers	One-time financial assistance based on valuation of the property subject to a minimum of Rs. 25,000.
R&R Assistance			
5	Construction allowance	Displaced family whose residential structure is lost due to acquisition for both	Rs. 1,50,000 will be given to displaced family whose dwelling units are lost completely or become unviable due to displacement. The amount has been worked out on the basis of construction of house as per Indira Awas Yojana of GOI.



S. No	Compensation/ Rehabilitation Measures	Eligibility for Entitlement	UPMRC Adopted Policy/Entitlement*
		titleholders and NTHs	
6	Subsistence grant for displaced family	Displaced family (Including tenants/lease holders)	Onetime payment of Rs. 36,000 shall be paid to each Displaced Family.
7	Transportation cost	Displaced family (Including tenants/lease holders)	One-time financial assistance of Rs.50,000 for shifting family, building material, belongings and cattle shall be given to each displaced family.
8	****Cattle shed/ petty shops cost	Affected Family (Including tenants/lease holders)	Each Affected Family having cattle shed or having a petty shop in the acquired land shall get one-time financial assistance based on valuation of the structure subject to a minimum of Rs. 25,000 for re-construction of cattle shed or petty shop as the case may be.
9	One time grant to artisan, small traders and certain others	Affected Family ¹ (Including tenants/lease holders)	Each Affected Family of an artisan, small trader or self-employed person or a Displaced Family which owned non- agricultural land or commercial, industrial or institutional structure in the affected area, shall get one-time financial assistance based on valuation subject to minimum of Rs. 25,000. In case of temporary displacement of affected persons, allowance for their wage loss for a fixed number of days may be given at applicable state government rates for unskilled labour.

¹ Workers employed in business that will be relocated will be provided with the same entitlements as small artisans and traders.

S. No	Compensation/ Rehabilitation Measures	Eligibility for Entitlement	UPMRC Adopted Policy/Entitlement*
10	One time resettlement allowance	Affected Family (Including tenants/lease holders)	Each Affected Family will be given a one- time resettlement allowance of Rs. 50,000.
11	Impacts on vulnerable	Affected Family (Including tenants/lease holders) Vulnerable Family only	Displaced Family belonging to the SC or the ST or vulnerable group (including HHs headed by Females/PwD/Senior Citizens without having adult members) shall receive an amount equivalent to fifty thousand rupees (Rs.50,000). This amount is additional to subsistence grant. Additionally, Vulnerable groups who are impacted will be extended facility of Skill Improvement Training.
12	Loss of community structures	Community	100% replacement cost of equal type.

*Compensation for LA, resettlement and rehabilitation shall be considered as per the RTFCTLARR Act 2013, the Street Vendors Act, 2014 as applicable, and policies of GoUP.

**Replacement Cost = Market Value + Transaction Cost + Solatium

***Mobile and semi-mobile vendors and slum dwellers will be entitled for compensation as applicable for squatters/kiosks/encroachers.

****No encroachers and cattle sheds have been identified during census and socio-economic survey; petty shops include mobile, semi-mobile vendors and kiosks .

Note (This refers to all the categories present in Table 6-2)

1. State/Govt. Lands are transferred by holding department to Metro Department through order/approval from concerned govt. departments. Such land transfer doesn't involve payment as such, however the land holding department may advice for construction of new building or infra in lieu of old building/structure.
2. "Immobile assets" means any structure/building, residential or commercial on the acquired land.
3. Serial no. "1" in **Table 6-2** refers to the case where only loss of land is involved with due compensation as per the prevailing circle rate.
4. Serial no. "2" refers where land involved have structure/building on it. Replacement Cost includes = Market Value + Transaction Cost + Solatium.



5. Serial no. "3" refers to Solatium which is 100% value of land or land and immobile assets as payment against damage. In case of Indian projects, the word Solatium is used.
6. Squatters are those persons who have occupied public/ government lands with no recognizable rights for residential or commercial or both purposes by making some investments on the land. The families, who have built their own structures on the land of the landlords with some financial arrangements, which are not properly documented or legalized, are also considered as squatters. Subcategories of squatters are as under:
 - Slum Dwellers means any person who is residing within the limits of a slum area.
 - Mobile Vendors means street vendors who carry out vending activities in designated area by moving from one place to another place vending their goods and services.
 - Street Vendors means a person who offers goods or services for sale to the public in a street without having a permanent built-up structure'. The three basic categories of street vendors are a) Stationary, b) Peripatetic and c) Mobile.
7. S. no. 04 of **Table 6-2** refers to all NTH affected families (Squatters/Kiosks/Encroachers) will be entitled for one-time financial assistance based on valuation of the property subject to a minimum of Rs. 25,000. {for the value of assets attached to land or building (residential, residential-cum-commercial and commercial)}. Please refer to section 6.13.
8. S. no. 06 of **Table 6-2** refers to all affected families (residential and commercial), both THs and NTHs, including residential and commercial tenants who are losing their livelihood, are eligible for a subsistence grant.
9. Transportation cost will be provided to all affected families, both THs and NTHs who are losing their place residence and livelihood under the provision of serial no. 07 of **Table 6-2**.
10. No encroachers and cattle sheds have been identified during census and socio-economic survey; petty shops include mobile, semi-mobile vendors and kiosks are under the provision of serial no. 08 of **Table 6-2**.
11. The compensation for commercial workers' or community structure workers' loss of wage will be compensated under the provision of serial no. 9 of "One time grant to artisan, small traders and certain others" **Table 6-2**.
12. Under the provision of serial no. 9 of **Table 6-2** include tenants and employees for one time grant. Tenants and employees fall under this provision since artisan and small traders were not identified in the census survey.



13. Serial no. 10 of **Table 6-2** refers to all the affected families, irrespective of ownership, type of loss, and whether they are displaced or not, are entitled to the one-time resettlement allowance.
14. Serial no. 12 in **Table 6-2** refers to the compensation in case of loss of community structures by 100% replacement of the same type which have been affected due to project.
15. In case of CPR, if the land and structure is privately owned the compensation for land shall be paid to the THs. The reconstruction/replacement of the CPR shall be implemented in consultation with the community as appropriate. In addition to compensation to the CPR owner, users will get access to an alternative CPR property, especially in case of education and health facilities. If CPR is occupied by the any tenants, s/he will be compensated for the loss.
16. All affected vulnerable families, irrespective of ownership, type of loss, and whether they are displaced or not, are entitled to the one-time vulnerability allowance.
17. Affected Title and NTHs related to permanent as well as temporary land requirement for the project will have similar entitlements with respect to R&R.
18. Eligibility of any other category of PAP entering through the GRM will be assessed by the SEMU and the Competent Authority will approve the compensation claim following the RPF if the eligibility criteria is satisfied under overarching EIB requirements.

As per definition, affected family and displaced family cover both THs and NTHs (including tenants or lease holders, employees, laborers, encroachers, and squatters).

Various entitlement and compensation planned as parts of R&R management, governed by the RPF, are described below. The amount and compensation will remain unchanged and shall be as per **Table 6-2**.

Upon loss of land, the THs will be compensated with the circle value, multiplication factor, and solatium determined by an authorized expert based on the replacement value. If there is an existing structure on the land, then its valuation and solatium will be awarded to the HHs.

In the case of NTHs, which comprise of squatters (including slum dwellers, mobile vendors and street vendors), small traders, and certain others like tenants/leaseholders, employees etc., financial assistance in the following forms will be awarded based on their eligibility:

- Construction cost: in lieu of loss of structure
- One-time resettlement allowance will be given to each affected family (Refer S. No 10 of **Table 6-2** and S. No 13 of Note).
- Subsistence grant: one time subsistence grant will be given to economically displaced family. Additional to Vulnerable families' skill development training (need based) is also proposed.



- Transportation cost: one time grant for shifting of HH belongings etc will be given to both physically and economically displaced families.
- Families having cattle or having petty shop will be provided financial assistance for reconstruction of cattle shed or petty shop (Refer S. No 8 of **Table 6-2**: Entitlement Matrix and S. No 10 of Note).
- Artisan, small traders, certain other (Refer S. No 9 of **Table 6-2** and S. No. 12 of Note) Under this provision, tenants and employees are eligible for a one-time grant. Tenants and employees fall under this provision since artisans and small traders were not identified in the census survey.

The actual valuation for the potential loss will be decided by a joint team having officer from PWD of the state or from the department having original land rights and UPMRC officials. Upon joint survey, proposed compensation will be shared with GRC for further process.

6.9 Compensation for Temporary Impacts

Temporary Impacts on land due to plant and machinery installed by the contractors, etc. at the site will be eligible for cash compensation for loss of income potential including:

- i. Any land required by the project proponent on a temporary basis will be compensated in consultation with the landholders.
- ii. Rent/lease at market value for the period of occupation.
- iii. Compensation for assets at replacement cost.
- iv. Restoration of land to previous or better quality.
- v. Location of construction camps will be fixed by contractors in consultation with Government and the local community.
- vi. 60 days advance notice regarding construction activities, including duration and type of temporary loss of livelihood.
- vii. Cash assistance based on the minimum wage/average earnings per month for the loss of income/livelihood for the period of disruption, and contractor's actions to ensure there is no income/access loss.
- viii. Assistance to mobile vendors/hawkers to temporarily shift for continued economic activity.
- ix. Replacement or restoration of the affected community facilities – including public parks, public water stand posts, public utility posts, temples, shrines, graveyards etc. in consultation with the owners of the community resources.

6.10 Land Acquisition Process of Private Land

The land purchase in this project will be done as per the Direct Purchase Policy of the GoUP (G.O bearing no. 2/2015/215/F-13-2015-20(48)/2011 dated 19.03.2015), and compensation will be paid in accordance with the First and Second Schedules of the RFCTLARR Act, 2013. In



case of delay, resistance, or refusal of the landowners for the same, it shall be acquired under the RFCTLARR Act 2013 in conjunction with the Rules of UP. The procedure for LA under the RFCTLARR 2013 is briefly mentioned below:

- i. Submission of requisition for LA along with other required document to concerned District Authority.
- ii. Notification by Government for commencement of consultation and SIA.
- iii. Completion of SIA study culminating in SIA report.
- iv. Conduct public hearing for SIA
- v. Constitution of SIA Group to appraise SIA study report.
- vi. Submission of appraisal of SIA report and recommendations by expert group.
- vii. Preliminary notification for acquisition of land under section 11 of the Act.
- viii. Updation of land records by LA Authority
- ix. Hearing of objection under section 15 of the Act.
- x. Preparation of R&R Scheme and disclosure
- xi. Declaration that land is required for public purpose under section 19.
- xii. Hearing of objection under section 23 of the Act.
- xiii. Declaration of final award by collector.
- xiv. Payment of full amount of compensation
- xv. Payment of monetary part of R&R.
- xvi. Taking possession of land acquired.
- xvii. Infrastructural component of R&R package to be provided.
- xviii. Displacement of affected families

6.11 Acquisition Process of Government Land

For the acquisition of land from various departments, UPMRC will submit the land requirement details along with ownership details to the DM, Agra. The DM will then submit an application to individual departments that own the land for transfer of ownership to UPMRC or for a long-term lease. UPMRC shall start physical activity on government land only after getting a no objection certificate from the department concerned. Sufficient advance notice (at least 60 days) will be given to illegally occupied PAHs to vacate premises and dismantle the affected structures prior to starting the civil work. Their dismantled structures materials will not be confiscated, and they will not be imposed any fine or suffer any sanction. These NTHs PAHs will receive compensation for structure losses and other admissible allowances, as per the EM in Section 6.8 which are taken from the approved RPF of the AMRP. No work will start until PAHs receive their entitlement.

6.12 Valuation of Private Land

The price of land to be acquired for AMRP will be based on negotiation with the owner based on G.O of GoUP. No. - 632 / One-13-11-5) / 2004, dated 02 June 2011, for the determination



of procedure in relation to purchasing land on the basis of mutual agreement with the land owners. This is in accordance with the provisions of Section 46 of the Act, 2013, which formulate a committee of officials from relevant government departments for the determination of the negotiated price for LA.

- The DM shall determine the market value of the land with an assessment of (a) the 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 area; or (c) the consented amount of compensation as agreed upon, whichever is higher.
- Where the market value as per above section (1) cannot be determined for the reason that: (a) the land is situated in such area where the transactions in land are restricted by or under any other law for the time being in force in that area; or (b) the registered sale deeds or agreements to sell for similar land are not available for the immediately preceding three years; or (c) the market value has not been specified under the Indian Stamp Act, 1899; 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 the above section (1) in respect of similar types of land situated in the immediate adjoining areas.
- The market value calculated as per above shall be multiplied by a factor of (a) 1 (one) to 2 (two) in rural areas based on the distance of the project from urban area as notified by the state government; and (b) one in urban areas.
- Solatium will be 100% of the compensation calculated as specified above.
- The land value defined u/s 26 of the RFCTLARR Act 2013, will also attract an amount calculated at @ 12% per annum for the period commencing on and from the date of notification until the date of award.

6.13 Valuation of Building and Structure

The cost of buildings will be estimated based on the updated Basic Schedule of Rates (BSR) as on date or based on the prevailing circulars or acts of the respective districts or states. The estimates shall either be prepared by the state govt. The engineer from building department will also assess the viability of the remaining part of the structure during verification and valuation in consultation with the affected HHs. During valuation of a structure or building, the following parameters should be considered for THs and NTHs:

A. Titleholders

1. The market value of the building and other immovable property and assets attached to the land will be calculated by the competent engineer or any other specialist in the relevant field.



2. Or, a few typical specifications of different categories of all possible immovable assets attached to land may be defined. The guidance price of these typical assets may be prepared and vetted through appropriate authority. The valuation of immovable assets attached to the land will be calculated on a pro-rata basis of the guidance price, without depreciation, of the respective asset.
3. The market value of trees and plants attached to the land will be calculated by the experienced persons in the fields of agriculture, forestry, horticulture, sericulture, or any other relevant field, as the case may be.
4. The market value of standing crops damaged during the process of LA will be calculated by the experienced persons in the field of agriculture.
5. Solatium will be 100% of the compensation calculated as specified above.
6. Right to salvage materials in favour of the structure owner of the affected building or structure if the incumbent demolishes the affected part of the building or structure by himself or herself within the stipulated period.
7. Fees, taxes, stamp duty, and other charges related to replacement structure

B. Non-Titleholders

1. The market value of the building and other immovable property and assets attached to the land will be calculated by the competent engineer or any other specialist in the relevant field.
2. Or, A few typical specifications of different categories of all possible immovable assets attached to land may be defined. The guidance price of these typical assets may be prepared and vetted through appropriate authority. The valuation of immovable assets attached to the land will be calculated on a pro-rata basis of the guidance price, without depreciation, of the respective asset².
3. Right to salvage materials in favour of the structure owner of the affected building or structure if the incumbent demolishes the affected part of the building or structure by himself or herself within the stipulated period.
4. Calculation of the labor cost even if the structure is constructed by the HH only without hiring any labour.

Even after payment of compensation, PAPs would be allowed to take away the materials salvaged from their dismantled houses and shops at the owner's own cost, and no charges would be levied upon them for the same. In case any structure is not removed by the PAPs within stipulated 60 days period for demolition, a notice to that effect will be issued intimating

² The valuation of the affected assets will be guided by the approved RPF of AMRP.



that PAPs can take away the materials so salvaged within 48 hours of their demolition; otherwise, the same will be disposed of by the project authority without giving any further notice.

6.14 Valuation of Residual Plots

If the residual plot(s) is or are not economically viable, UPMRC will follow the rules and regulations applicable in the state and compensate accordingly; if there are no state specific rules and regulations available regarding residual land, UPMRC will, in agreement with the affected party, either buy the residual land for the project or follow the entitlements listed in the EM.

6.15 Compensation Payment Process

UPMRC will get approval of the required funds for both LA and implementation of RAP from the state government and will maintain a separate account for LA, including R&R, under the project. The disbursement of compensation will be done by cheque signed by the nominated officer of UPMRC. UPMRC will prepare all the documents required for taking possession of the land. The payment of R&R assistance will also be done in a similar fashion as per EM by UPMRC. All necessary arrangements for transferring the land title to UPMRC, including all legal formalities like purchase of stamp papers, handing or taking over land, attending the revenue department, and all charges payable to the govt. such as stamp duty, etc. shall be paid by UPMRC. Payment of compensation and other R&R benefits entitled to affected persons shall be completed before taking the land into possession.

6.16 Forced Evictions

Forced eviction is defined as the permanent or temporary removal against the will of individuals, families, and/or communities from the homes and/ or land which they occupy without the provision of, and access to, appropriate forms of legal and other protection, including all applicable procedures and principles in ESS6. The AMRP is mostly planned on Government vacant land to avoid impacts on private landowners and IR. Where private land is required for the project, it is and will be acquired through the Direct Purchase Method or Mutual Negotiation.

The exercise of eminent domain by a UPMRC will not be considered to be forced eviction providing it complies with the requirements of GoI, GoUP and EIB ESS6. The exercise of eminent domain will be conducted in a manner consistent with basic principles of full respect for human rights including provision of adequate advance notice, meaningful opportunities to lodge grievances and appeals, and avoidance of the use of unnecessary, disproportionate or excessive force). UPMRC will provide justifications for the action to EIB in advance.



7 RELOCATION, RESETTLEMENT AND INCOME RESTORATION

7.1 Background

Land acquired for the project will result in displacement (both physical and economic) of people and structures falling within the RoW of the proposed metro corridor. The scope of displacement associated with the project is closely linked to the impact resulting from this LA and its current usage by affected land or structures. The UPMRC, in coordination with ADA, will thus be required to develop an appropriate strategy for relocation, resettlement, and income restoration (IR) as is discussed in this chapter.

7.2 Scope of Displacement and Relocation

The metro project will entail both physical and economical displacement. Numerical details of project induced impact on structures and resultant displacement have been discussed in chapter 3 of this report. Recapitulating these figures that also define the scope of displacement and relocation necessitated, it may be noted that project related physical displacement will entail relocation of eight (NTH) HHs including six residential hut, one res-cum-comm (hut) and one resident in a temple. 135 HHs, which includes 37 TH commercial, four (TH) land owners, five NTH commercial, 27 NTH commercial (mobile vendors), 19 tenants and 43 employees in structures, would be economically displaced due to the loss of their commercial establishments along with residences in a few cases.

7.3 PAP Preference for Relocation

The majority (98.73%) of PAHs are willing to shift to a new structure within the area. Remaining 1.27% of surveyed HHs would like to relocate outside the area. The majority (37.97%) of affected HHs have commercial property; they have opted for shops for their losses, whereas 27.85% HHs have opted for land. About 21.52% of HHs opted for cash assistance as compensation. One of the HHs opted for a house for the loss of a house.

7.4 Relocation Options

The fundamental principle of resettlement and rehabilitation is that the PAPs should improve their socio-economic conditions after the implementation of the project. Based on the census & socio-economic survey, locations where structures are impacted have been identified, and the requirements of the people subject to relocation were assessed. Based on the findings of the census & socio-economic survey, eight (8 HHs) squatters (six residential huts, one res-cum-comm (hut) and one resident in a temple) are losing their residential structures. The temple is constructed on government land, and the residents do not have legal documents to



prove their ownership. Therefore, the HHs is considered as squatter. Seven affected structures are kutchra (Temporary) and one is pucca in nature. However, the actual number of structures that will be impacted will be verified after JMS during implementation of RAP. People have shared their opinion during public consultations that they would prefer structure for loss of structure if it is provided nearby, or else two times of compensation would be preferable as people would have greater options to find alternate locations. People have been informed during consultations that if their properties are acquired for the proposed project, they will be compensated in monetary form for their losses.

7.5 Relocation site plan

The AMRP is linear in nature, and the affected area is limited to the RoW acquired and mostly developed on the median of an existing road. Depending upon the configuration of an alignment or track as per the Bureau of Indian Standards (BIS), Indian Railway Standards (IRS) and International Standards/Codes. The AMRP will be mostly developed on government land, and the acquisition of private land for the AMRP causes minimal displacement and dislocation of the affected persons. The proposed project affects eight properties, of which six (NTH) are residential, one (NTH) is res.-cum-comm., and one (NTH) is a temple with residency.

As such, the number of "displaced families" (only six (NTH) are residential, one (NTH) is res.-cum-comm., and one (NTH) is a resident in temple) requiring "Resettlement and Rehabilitation" is very low. Certain provisions of First and Second Schedules of the RFCTLARR Act, 2013 will be applicable in respect of the acquisition of land and rehabilitation and resettlement entitlements for the construction of the AMRP. The losses of affected families will be compensated as per the RPF of the AMRP, which is prepared in accordance with the RFCTLARR Act of 2013.

As per the Third Schedule (Provision of Infrastructural Amenities) of the RFCTLARR Act, 2013, it may be noted that it is applicable only where large-scale displacement or dislocation and resettlement of the affected families is involved (i.e., projects involving acquisition of large blocks of land, e.g., the Hydel Project, an Industrial Township, an Urbanization Project, etc.). As such, the provisions of the Third Schedule are not applicable in the case of LA for the AMRP, as it is affecting only a few families. Hence, the relocation site plan is not applicable in AMRP.

7.6 Loss of Livelihood

The project impacts reveal that due to the loss of structures, 135 HHs will experience a loss of their livelihood. As per the findings of the SIA Study, four (TH) land owners, 37 TH & five NTH owners of commercial structure, 27 NTH mobile vendors, 19 tenants, and 43 employees in structures will be losing their livelihood due to the project. The details of the impact on livelihoods in the project are summarized in the **Table 7-1**.

Table 7-1: Loss of Livelihoods in the Project

S. No	Type of Affected Properties	Ownership	C-1	Vuln.	C-2	Vuln.	Total	Vuln.
1	Land Only	TH	-	-	4	-	4	-
2	Commercial	TH including Trust	-	-	37	6	37	6
		NTH	-	-	5	2	5	2
3	Mobile Vendors	NTH	3	-	24	5	27	5
4	Tenants	NTH	-	-	19	-	19	-
5	Employee	NTH	-	-	43	-	43	-
Total			3	-	132	13	135	13

Source: Census & Socio-economic Survey, March 2022

The above table shows that about 135 HHs (3 in Corridor 1 and 128 in Corridor 2) losing livelihood under the project are owners of commercial structure. Income loses due to the loss of commercial structures and other livelihood losses will be compensated by providing subsistence allowance, and skill up-gradation/ training to the eligible DPs. During the census and socio-economic survey, the eligible HHs/Units that are losing livelihood or income were asked about the skill-upgradation training requirement, whereas only three HHs/Units showed their interest for the trainings. At the time of RAP implementation, a Mirco Plan will be prepared, and all eligible HHs/Units will be surveyed for training needs assessment for skill up-gradation. The land for AMRP will be acquired through mutual agreement method (willing buyer & willing seller).

As per the findings of the census and socio-economic survey, the proposed project will not involve the displacement of residential HHs (TH); however, eight residential NTH will likely be affected by the proposed project. Out of these eight HHs structures, seven are temporary, and one is permanent in nature. It was also reported, the majority of HHs are involved in a daily laborer work, and they will relocate within a 10 km radius of the city. The compensation to residential NTH will be paid as per the approved RPF of AMRP. The affected residential NTH will receive the cost of affected structures and other assistance as compensation for their losses. In addition, during the RAP mid-term and end-term evaluations, the relevance and necessity of training on skill upgradation and business development support will be evaluated. This will also be assessed & evaluated at a later stage for HHs once the retroactive compensation process starts.



a. Provisions for Loss of Livelihood

The DPs losing their livelihoods includes THs losing land and structures, NTHs having commercial structures, commercial tenants, and employees in affected commercial structures under the project. In the case of economically DPs, regardless of whether or not they are physically displaced, the IE will adequately compensate for the loss of income or livelihood sources. The IE will also explore for providing additional assistance such as credit facilities, training, and employment opportunities so that they can improve, or at least restore, their income-earning capacity, production levels, and standards of living to national minimum standard. The RAP implementation agency will prepare the micro plan with specific income restoration activities for each DPs at such an appropriate time to enable the DPs to initiate and restore their income in line with the construction schedule.

In cases where LA affects commercial structures that are required to be relocated, affected business owners are entitled to:

- i. the costs of re-establishing commercial activities elsewhere.
- ii. the subsistence allowance for loss during the transition period; and
- iii. the costs of transferring the plant, machinery, or other equipment

Business owners with legal rights or recognized or recognizable claims to land where they carry out commercial activities are entitled to replacement property of equal or greater value or cash compensation at full replacement cost. NTHs HHS losing business structure and livelihood will be compensated for the structure loss and receive other financial assistance during transition (Refer: **Table 6-2**). The IE will ensure that no physical displacement or economic displacement will occur until:

- i. Compensation at full replacement will be paid to each DPs for project components or sections that are ready to be constructed.
- ii. Other entitlements listed in the resettlement plan have been provided to DPs; and
- iii. A comprehensive income and livelihood rehabilitation program, supported by an adequate budget, is in place to help DPs improve, or at least restore, their incomes and livelihoods.

7.7 Training Need Assessment

For income restoration, it is important that available skills with the PAPs be identified and further upgraded. The NGO which would implement the RAP will have to conduct an assessment of the training needs. This would include a survey among the PAPs with options for various skills related to the resource base of the area and available replacement (with proper forward and backward linkages) and accordingly select trades for training.



During the census and socio-economic survey, the eligible HHS/Units that are losing livelihood or income (both physically and economically displaced) were asked about the skill-upgradation training requirement, whereas only three HHS/Units have shown their interest for the trainings. At the time of RAP implementation, a micro plan will be prepared and all eligible HHS/Units will be surveyed for training needs assessment for skill up-gradation. Based on the training, NGO will identify income-generating activities for sustainable economic opportunities. This would include establishing forward and backward linkages for marketing and credit facilities. The NGO in consultation with the PAPs, Environmental/Social Development Officer of SEMU, UPMRC, district administration, and other stakeholders in institutional financing and marketing federations, will prepare micro-plans for IR activities and would be in-charge of implementing the same.

7.8 Inter-Agency Linkages for IR

The majority of the eligible HHS {commercial (TH, res-cum-comm (NTH), comm. (squatters), comm. (mobile vendors), tenant (comm.) and employees (comm.)} for income restoration earn their livelihood through daily labour work, petty businesses and therefore, it is imperative to ensure that the PAPs are able to reconstruct their livelihood. The NGO engaged in the implementation of the RAP will ensure that the PAPs are facilitated to obtain commercial units/plots near their existing habitation to minimize disruption to their social network and normal work pattern. Suitable alternative livelihood promotion schemes will be chosen, where training on skill up-gradation, capital assistance, and assistance in the form of backward-forward linkages can be provided for making these pursuits sustainable for the beneficiaries or the target groups.

A comprehensive support system to the PAPs will ensure income security. The system will include establishing training needs, identification of skills, hiring training staff, providing training to interested PAPs, ensuring that PAPs take up their new vocation, mid-term evaluation and corrective measures if required; and concurrent monitoring. The R&R coordinator of the project through the NGO will ensure that these steps are followed. The results of concurrent monitoring and mid-term evaluation will be shared with the NGO to bring in corrective measures.

The PAPs are required to participate in developing feasible long-term income generating schemes. The long-term options are expected to be developed during the implementation of the RAP and also supported by the government assistance. The GoI and GoUP run various poverty alleviation programs such as the National Urban Livelihood Mission (NULM), the Pradhan Mantri Awas Yojana (PMAY) , Self-Employment Program for Urban Poor, etc. Government schemes can be linked to the income restoration of people who are losing their livelihoods due to the project. The participation of PAPs in those schemes will be helpful for



long- term IR gains. Partnering with an NGO can facilitate PAPs participation in poverty alleviation programmes.

7.9 Steps in Income Restoration

Information on Economic Activities of PAPs: Basic information on the IR activities of PAPs is prepared from the findings of census and socioeconomic surveys and the economic activities of PAPs are classified under two categories, viz.

- Land based economic activities
- Non-land economic activities

Based on this information IR activities can be planned. The Project Director (PD) will consider the available skills, existing professions, resource base of PAPs and their socio-economic characteristics and preferences to tailor individual income restoration schemes. IR activities are of two types:

- Short term; and
- Long term.

This section describes both IR schemes.

Short Term IR activities

Short term IR activities mean restoring PAPs income during periods immediately before and after relocation. Such activities will focus on the following:

- Ensuring that adequate compensation is paid before relocation
- Relocation allowances
- Providing short term, welfare-based grants and allowances such as: one time relocation allowance, subsistence grant, free transport to resettlement areas or assistance for transport,
- Transitional allowances or grants until adequate income is generated, special allowances for vulnerable groups
- Transitional support in the form of advice and counselling on financial management to ensure adequate spending of allowances, especially in the case of vulnerable HHs.
- With consideration of PAPs skills and needs, promoting PAPs access to project related employment opportunities such as:
 - Work under the main investment project
 - Work on relocation teams (e.g., driver, food provision, etc.)
 - Work on resettlement sites, if any (e.g. construction on, transport, maintenance, etc.
 - Women will also be involved as a researcher of survey team, as unskilled Labour and as manager during construction, as staff of NGO, SEMU, relocation team (food supplier etc.).



Long Term IR Activities

PAPs should participate in developing a range of feasible long-term IR options. Long-term options are affected by the scale of resettlement, which may affect the feasibility of various non-land-based IR options. The long-term options are government financed schemes; therefore, no separate budget is required. However, in the R&R budget, provision has been made for the expenses to be incurred towards the coordination between the project and concerned govt. departments for the convergence of existing poverty alleviation schemes. The project officials will coordinate with government department (district administration), and ADA, including social welfare departments, to assure PAPs get access to all development schemes for improving IR services. Project financed programmes should include a specific time frame for handing over the project to local administration at the end of a stipulated period. Availability and access to existing programs should be sought for all PAPs.

IR activities will be generated in consultation with the community. Mechanisms for convergence of existing government poverty alleviation programs will be developed in consultation with the community and officials of the district administration.

7.10 Plan for Income Restoration

- Identification of affected and vulnerable HHs by the PD, Agra, UPMRC with the help of an NGO.
- After completing the all-necessary ground activities, the NGO will prepare an Income Restoration Plan (IRP) for PAPs based on its field observations and survey outcomes. The IRP shall be discussed with the respective PAPs, SEMU officials, UPMRC, and the concerned government departments prior to execution.
- Identification of potential trainees and training needs assessment for vulnerable HHs will require a detailed survey and assessment of literacy/educational level and/or skill sets available with one member nominated by the HHs for skill training. The needs assessment would also document income from various sources, assets, resources and coping strategies currently used by the HHs. 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 HHs to improve/maintain its living standards. A training need assessment would be undertaken by the NGO, supported by PD, Agra. Baseline details collected for individual HHs 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 PD, Agra, will depend on the type of skill training required (as identified through the needs assessment survey);



- Livelihood skill training will be coordinated by the SEMU, UPMRC. 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 PD, Agra.
- A post-training impact assessment is proposed to be conducted by an independent agency, a year after project implementation. The family’s asset base and socio-economic status would be compared with the pre-project scenario. Indicators would be developed during detailed design stage.

Details of Income restoration options preferred by HHs are mentioned below in **Table 7-2**.

Table 7-2: Income Restoration Options as Preferred by HHs

Preferred Option	Income Restoration Assistance
1	Employment opportunities in construction and operation work
2	Assistance/loan from government agencies
3	Vocational training

7.11 Monitoring of IR Schemes

The monitoring of IR schemes will be carried out along with the monitoring of other components of RAP by an outside agency contracted for the purpose. Data related IR schemes shall be included in the RAP quarterly report as well. The contract will specifically provide for regular (every six months) monitoring of income restoration of PAPs. The monitoring will be carried out based on economic indicators. The first monitoring visit should be after the first month, then every 6 months. This will help to identify and possibly reduce PAPs who receive cash compensation from spending resources immediately.

Vulnerable PAPs who lose their livelihood due to the project will be assisted in alternative economic rehabilitation schemes and vocational training for skill up gradation as per the requirement of the suggested economic scheme. Special emphasis will be laid on both economic and socially vulnerable PAPs, such as those who are BPL, belong to SC community; and WHHs.

7.12 Cost estimate and Source of Funding

A tentative cost for the implementation of the IRP is INR. 50.00 lakh. However, detailed budget estimates for the implementation of the IRP will be prepared by the SEMU, assisted by the PD, UPMRC. The budget shall include programmes ranging from skill development, training programmes, employment placements (in case PAPs meet the requirements of available opportunities) etc. GoUP will provide an adequate budget for the implementation of the Livelihood Restoration Plan (LRP).



8 GRIEVANCE REDRESS MECHANISM

8.1 Introduction

For the implementation of RAP, an efficient grievance redress mechanism is required to assist the DPs in resolving their queries and complaints. Therefore, the formation of the GRC is essential for grievance redressal.

8.2 Grievance Redressal Mechanism

A project-specific GRM is established to receive, evaluate and facilitate the resolution of displaced people's concerns, complaints, and grievances due to the Project. The GRM is aimed to provide a time-bound and transparent mechanism to voice and resolve social and environmental concerns linked to the project. The project-specific GRM is not intended to bypass the government's own redress process {Centralized Public Grievance Redress and Monitoring System (CPGRAMS)}, rather, it is intended to address displaced people's concerns and complaints promptly, making it readily accessible to all segments of the displaced people, and is scaled to the risks and impacts of the project. The complainant may access the formal legal system at any time.

During the preparation of RAP and project implementation, information regarding GRM is disclosed as part of the public consultation process. As on date, no grievance has been received from the public. The construction for the AMRP is happening on Corridor 1 only, from Taj East Gate to RBS College stations. Based on the findings of SIA Study, no physical and economic displacement has happened due to the permanent and temporary acquisition of government land till date in the section where construction work is happening. Grievance related to the implementation of the project will be acknowledged, evaluated, and responded to the complainant with proposed corrective action. The outcome will also form part of the semi-annual monitoring report that will be submitted to EIB.

8.3 Constitution of Grievance Redressal Committee

GRC is consisting of representative from UPMRC as well as State Government. CPM from UPMRC and designated officers from Revenue Department, Public Works Department (PWD) and Social Welfare Department of GoUP are members of the GRC. The GRC addresses only rehabilitation assistance which include compensation and relocation related issues both for THs and NTHs. The GRC will be supported by social cell of SEMU in matter related to compensation and R&R assistance; and the environment cell will support in the matters other than the compensation. However, disputes relating to ownership rights - disputes between private and government or dispute between two or more private parties regarding ownership



of land, shall be considered by the court of law.³ Some of the specific functions of the GRC are as follows:

- To provide support to the PAPs on issues like award of compensation and value of assets (Both Land and Structure), if land is free from any ownership dispute.
- To record the grievances of the PAPs, categorize and prioritize the grievances that need to be resolved by the Committee and solve them within a month.
- To inform the aggrieved parties about the development of their grievance redressal and the decision of EA/ Project Implementation Unit (PIU)

Grievances can be lodged anonymously by using email or letter or phone call to PD, Agra-UPMRC who will remain overall in charge of grievances. Grievances of general nature related to project activities in the locality, relocation, loss of land and structures etc. will be dealt by field officer at first. Upon review, if it is decided for compensation as per UPMRC's RPF then competent authority (approving authority as per UPMRC Schedule of Power rule) will give approval for payment of compensation. For land purchase, based on mutually agreed terms and as per RPF and GoUP guideline, final compensation will be calculated and paid to the PAP. Till this stage the GRC will play its role. Any loss of land or structure will be attended as per RPF entitlement and compensation matrix, GRC will manage the overall process of assessment and award of compensation to the affected people/families.

In such case, when the PAP doesn't agree to the compensation amount⁴ or at times the PAP agrees to the compensation amount, but the land ownership is disputed due to PAP's internal matters then the matter will be directed to court for decision. Compensation for PAP will have value for land and structure, Solatium and other entitlements as per proposed matrix.

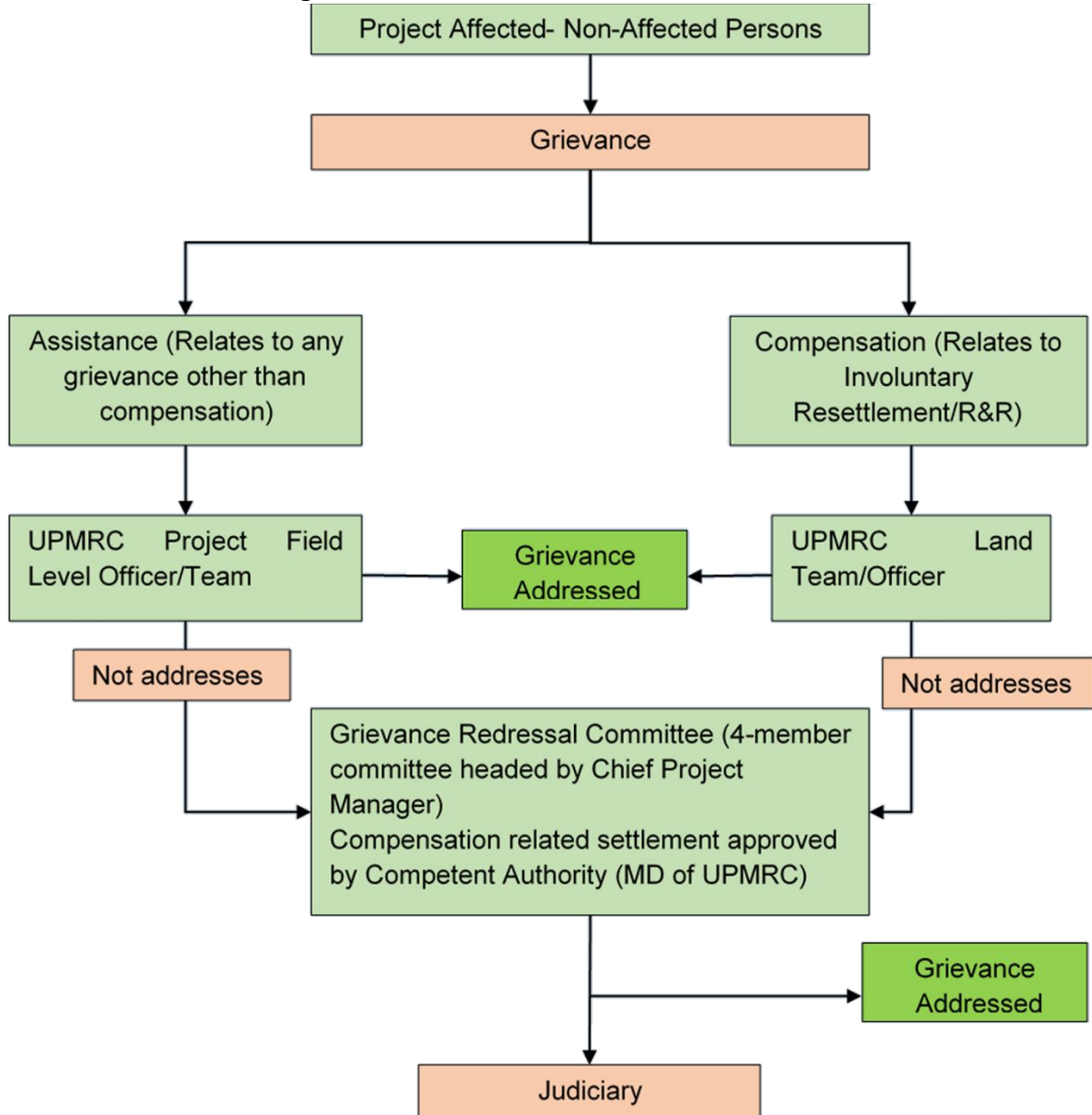
When any grievance is brought to the field level, it should be resolved within 45 days from the date of complaint. The GRC will meet every month (if grievances are brought to the Committee), determine the merit of each grievance, and resolve grievances within three

³ Land related matters fall under the jurisdiction of the State, therefore disputes over land ownership rights are dealt in honourable court.

⁴ If a PAP demanded a higher compensation, which is higher than the district schedule rate, efforts will be made to persuade the PAP to agree on a mutual amount that is acceptable to both. In case of delay, resistance, or refusal of the landowners for the same, it shall be acquired under the RFCTLARR Act 2013. UPMRC will deposit the compensation amount into escrow account. The concerned person is free to take the matter to honourable court.

months of receiving the complaint failing which the grievance can be referred to appropriate court of Law for redressal by the PAP. UPMRC will maintain a log of grievances documenting the nature of grievance, date of submission, responsible party and date of resolution. A flowchart of grievances redressal is indicated below, in **Figure 8-1**.

Figure 8-1: Flowchart of Grievances Redressal



8.4 Grievances received through CPGRAMS, RTI, Direct Correspondences

a. **CPGRAMS** is an online platform available to citizens 24x7 to lodge their grievances with the public authorities on any subject related to service delivery. It is a single portal connected to all the ministries/departments of Gol and States. Every ministry and states have role-based access to this system. CPGRAMS is also accessible to citizens through a standalone



mobile application downloadable through Google Play Store and a mobile application integrated with UMANG.

The status of the grievance filed in CPGRAMS can be tracked with the unique registration ID provided at the time of registration by the complainant. CPGRAMS also provides appeal facility to the citizens if they are not satisfied with the resolution by the Grievance Officer. After the closure of the grievance, if the complainant is not satisfied with the resolution, he/she can provide feedback. If the rating is 'Poor', the option to file an appeal is enabled. The status of the appeal can also be tracked by the petitioner with the grievance registration number.

Issues which are not taken up for redress:

1. Sub-judice cases or any matter concerning judgment given by any court.
2. Personal and family disputes.
3. Anything that adversely impacts territorial integrity and sovereignty of the country or friendly relations with other countries.
4. Suggestion

The Right to Information Act 2005: - The act mandates a timely response to citizen requests for government information. It is an initiative taken by Department of Personnel and Training, Ministry of Personnel, Public Grievances, and Pensions to provide a RTI Portal Gateway to the citizens for quick search of information on the details of first appellate authorities, PIOs, etc. amongst others, besides access to RTI related information/ disclosures published on the web by various public authorities under the Gol as well as the state governments.

Objective of Act: - The basic objective of the act is to empower the citizens, promote transparency and accountability in the workings of the government, contain corruption, and make our democracy work for the people in real sense. It goes without saying that an informed citizen is better equipped to keep necessary vigil on the instruments of governance and make the government more accountable to the governed. The act is a big step towards making the citizens informed about the activities of the government.



9 INSTITUTIONAL ARRANGEMENTS

9.1 Introduction

UPMRC will be the EA for the AMRP. The overall project will be managed by UPMRC, situated in Administrative Office, Lucknow, and headed by MD at HQ level. The PIU will be headed by the PD appointed for the AMRP. A PIU level Environmental & Social Officer will be appointed to manage the project level resettlement activities and coordinate with the LA Officer and GC.

9.2 Executing Agency (HQ)

The overall project will be managed by UPMRC, situated in Administrative Office, Lucknow and headed by MD. There will be a designated Environmental & Social Officer at HQ level to coordinate with EIB, PIU, and state level LA and resettlement agencies. The HQ level Environmental & Social Officer will supervise the overall RAP implementation work with the help of experts from GC. These offices will be functional for the whole project duration.

9.3 Project Implementation Unit

The PIU will be headed by the PD appointed for the AMRP. A PIU level Environmental & Social Officer will be appointed to manage the project level resettlement activities and coordinate with LA Officer and GC. The UPMRC's PD in the field will closely monitor and guide the field divisions in implementing all the project related activities in their respective jurisdictions. The PD will undertake regular management meetings with the contractors; coordinate with district administration, the forest department, water supply, electricity, and revenue departments to resolve any LA, site readiness, or material issues.

9.4 Resettlement Management

The EA will do the overall coordination, planning, implementation, and ensure that adequate finances for cost related to LA and resettlement for the project are allocated. The GC will support the IE to ensure timely and effective implementation of the RAP. EA shall ensure that adequate resources are allocated for effective implementation of R&R activities.

The roles and responsibilities of various agencies to be involved in the resettlement action planning process and implementation of resettlement activities are summarized in **Table 9-1**.

Table 9-1: Implementation Agencies and Key Responsibilities as part of R&R activities

Key Agency	Responsibility
UPMRC (EA)	<ul style="list-style-type: none"> i. Make final decision on project components to be included under the project ii. Overall responsibility for project feasibility/design/construction/operation/maintenance/monitorin



Key Agency	Responsibility
	<ul style="list-style-type: none"> g and compliances of multilateral funding agencies, Gol and GoUP iii. Planning and implementation through PIU. iv. Ensure that sufficient funds are available to properly implement all agreed social safeguards measures v. Ensure that the project complies with the provisions of EIB's AND Gol and GoUP policies and regulations vi. Submit semi-annual safeguards monitoring reports to EIB vii. Submit reports of External Monitor viii. Timely redressal of grievances
PIU	<ul style="list-style-type: none"> i. Disseminate project information to the project affected community with assistance from GC and other agencies. ii. Ensure the establishment of Grievance Redress Committee at the Project level for grievance redress iii. Disclosure of project information in public spaces and through relevant media. iv. Disseminate project information to the community. v. Facilitate the census and socio-economic survey vi. Facilitate consultation by the civil works contractor with community throughout the implementation vii. Oversee the LA and coordinate with State Government Officials viii. Supervise the mitigation measures during implementation and their progress ix. Conduct internal monitoring and prepare reports. Implement evaluation activities.
Resettlement Implementing Support Agency (RISA), if involved	<ul style="list-style-type: none"> i. Assist PIU in entire RAP implementation work ii. Carry out public consultation iii. Participate in GRC iv. Facilitate IE in implementing livelihood and income restoration program v. Help IE in conducting internal monitoring vi. Disseminate information about Govt scheme/finance/loan to the APs
GC	<ul style="list-style-type: none"> i. Provide technical support and advice for addressing complaints and grievances and participate in resolving issues as a member of the GRC ii. Conducting technical survey to check project alignment with least impact on nearby communities iii. Take active part in R&R management & mitigation, stakeholder engagement, and grievance redressal



Key Agency	Responsibility
	<ul style="list-style-type: none"> iv. Provide technical advice and on the job training to the contractors as necessary v. Preparation of semi-annual monitoring reports based on the monitoring checklists and submission to UPMRC for further submission to EIB. vi. Act as Internal Monitor for the project
Technical Consultant	<ul style="list-style-type: none"> i. Provide technical support and advice EA/PIU in the implementation of the RAP specifically for addressing complaints and grievances and participating in resolving issues as a member of the GRC ii. Monitor and assist the EA/PIU/GC/RISA by providing Technical Support and advice during the implementation of RAP. iii. Provide technical advice and on job training to the contractors as necessary
External Monitoring	<ul style="list-style-type: none"> i. Preparation of semi-annual monitoring reports based on the monitoring checklists and submission to EA/PIU for further submission to EIB ii. Act as External Monitor for the project with significant impact.
Contractor	<ul style="list-style-type: none"> i. Consult community and PIU regarding location of construction camps ii. Sign an agreement with the THs for temporary use and restore the land to equal or better condition upon completion iii. Commence construction only when alignment is encumbrance free. iv. Respond in a timely fashion to recommendations from GRCs
EIB	<ul style="list-style-type: none"> i. Review resettlement framework after due diligence of RAP and endorse or modify the project classification. ii. Review planning documents and disclose the draft and final reports iii. Monitor implementation through review missions. iv. Provide assistance to the EA if required, in carrying out its responsibilities and for building capacity to safeguard compliances. v. Monitor overall compliance of the project to EIB ESS policies.
Office of DM, Agra	<ul style="list-style-type: none"> i. The office of the district magistrate, Agra will be responsible for LA. ii. The DM will appoint ADM/LA as Special Land Acquisition Officer (SLAO), who will be coordinating between the UPMRC and the affected land owners. iii. UPMRC will be providing the technical details and the LA plan to the SLAO. iv. The SLAO will be responsible for publishing notice and implementing necessary procedures for LA under the RFCTLARR Act, 2013 and relevant GoUP orders. The disbursement of



Key Agency	Responsibility
	compensation for land and assets of the legal owners and NTHs and registration of land will be done by SLAO.
PWD	<ul style="list-style-type: none"> i. PWD of GoUP will be responsible for valuation of assets attached to the land to be acquired. ii. The compensation for houses, buildings and other immovable properties of THs and NTHs will be determined on the basis of replacement cost by referring to relevant BSR as on date without depreciation. iii. The department will prepare asset valuation report and submit it to the office of SLAO for necessary action.
ESMU	<ul style="list-style-type: none"> i. PD is the overall in charge of ESMU. ii. Social Cell is headed by the Chief Engineer/General who is in charge of all R&R related activities. iii. The Chief Engineer/General is supported by the Tehsildar/Land Department and 02 Lekhpals/Land Development to manage and coordinate the Project level LA and resettlement activities

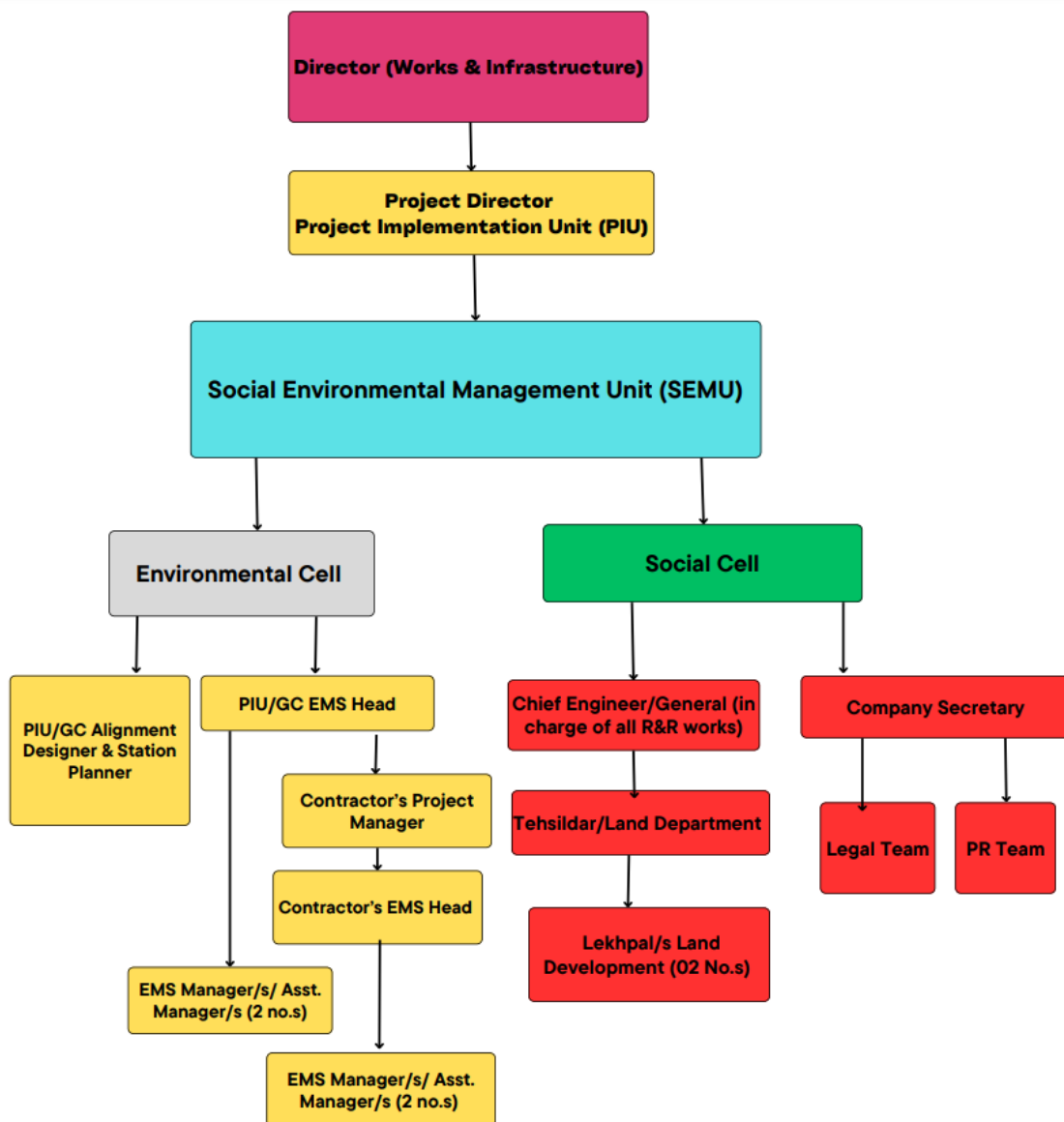
The implementation schedule is prepared and presented in chapter 11 as part of the overall project implementation process and included in the RAP for both corridors. All activities related to the LA and resettlement will be planned to ensure that compensation is paid prior to displacement and the commencement of civil works. Public consultation, internal monitoring, and grievance redressal will be undertaken intermittently throughout the project duration.

UPMRC will establish a SEMU, which will be headed by the Chief Engineer/General. The Chief Engineer/General is supported by the Tehsildar/Land Department and 02 Lekhpals/Land Development to manage and coordinate the project level LA and resettlement activities. SEMU will look after the LA and resettlement and rehabilitation process under the project. UPMRC, as project implementation agency, is responsible for monitoring the use of loan funds and overall implementation process. UPMRC, headed by MD, will have overall responsibility for policy guidance, coordination and planning, internal monitoring, and overall reporting of the project. SEMU facilitates LA and compensation, relocation and resettlement, and the distribution of assistance for the PAPs. The main responsibility of SEMU is monitoring and implementing all resettlement and rehabilitation activities, including LA. The responsibilities of this unit include:

- i. Implementation of R&R activities of AMRP;
- ii. LA and R&R activities in the field;
- iii. Ensure availability of budget for R&R activities;

- iv. Liaison with district administration for support for LA and implementation of R&R;
- v. Monitor LA and progress of R&R implementation;
- vi. Develop communication strategy for disclosure of RAP;
- vii. Liaison with district administration for government’s income generation and development programmes for the PAPs;
- viii. Monitor physical and financial progress on LA and R&R activities;
- ix. Organize meetings with NGO, R&R officer and other support staffs to review the progress on R&R implementation;
- x. To provide support for the affected persons on problems arising out of LA/ property acquisition
- xi. LA and Compensation related grievance

Figure 9-1: Overall structure & functioning of Environmental & Social unit which consists of members from PIU, GC and SEMU





9.5 Capacity Building on RAP in the IE

UPMRC has already established AMRP PIU, headed by PD and supported by Environmental & Social Officer and LA Officer, regarding the LA and resettlement activities and issues. These officers have been working closely with the consultant team in the preparation of the RAP. The designated officials from UPMRC have also actively participated in the project census & socio-economic survey, and SIA Study.

During the implementation of RAP, if needed, the number of officials, including experienced revenue officials, need to be augmented. UPMRC will carry out a capacity needs assessment, and if needed, additional experts shall be engaged. All concerned staff at PIU and government staff involved in LA and resettlement activities are well versed with the requirement and have undergone orientation training in EIB ESS policy and management. Further, requirements shall be assessed in consultation with EIB on training requirements. The EIB will assist the EA/PIUs in organizing training workshops for the employees/experts to understand the EIB ESS Policy and requirements and the difference between the country policies and laws.



10 RESETTLEMENT AND COMPENSATION COST AND BUDGET

10.1 Background

This chapter presents a consolidated overview of the 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 LA and structures will be determined by the Competent Authority.

10.2 Budgeting and Financial Plan

The financial plan for the project will essentially include the budget provisions under the following broad heads.

10.2.1 Compensation for loss of land and structures

Land Cost: The project will require the acquisition of land for the development of MRTS structures (including route alignment), station buildings, platforms, entry/exist structures, traffic integration facilities, depots/stabling yards, receiving/traction sub-stations, radio towers, temporary construction depots & sites, and an Operation Control System (OCC). Hence, the project will need to provide compensation for land acquired from legal THs and from other government departments. A major proportion of land required for the proposed metro rail project is under government ownership. However, about 7819 sq m of permanent land is to be acquired from private ownership. Compensation for the loss of private land will be given as per Schedule-I of RTFCTLARR Act, 2013.

Structure Cost: On account of LA, the project will cause loss of structures (details provided under Chapter 3 of this report), for which compensation will need to be paid to affected HHs (both THs and NTHs alike). Compensation for loss of structure will be given as per EM (Compensation for LA).

10.2.2 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 HHs and persons as per the EM (Rehabilitation).

10.2.3 R&R Implementation and M&E Cost

UPMRC will require to engage an external NGO/Consultant for the implementation of R&R activities. Similarly, an IEA is proposed to be engaged for monitoring and evaluation purposes. Related costs will be met from the budget provisions made under this head.

10.3 Assessment of Unit Value for Compensation and R&R Benefit Cost

10.3.1 Land and Structure Cost

Tentative compensation for loss of private land is Rs. 69706385/-, and Rs. 10400000/- is for affected structures. During JMS, land and affected structure costs will be calculated and updated in accordance with RPF of AMRP.

10.3.2 R&R Benefit Cost

The budget for this project is based on data and information collected during census and socio-economic surveys conducted in March 2022, and the unit rates are provisional sums. R&R benefits are proposed to be provided in addition to compensation (as per 10.3.1 above). The tentative cost for implementation of R&R, LRP, GAP and SEP for both corridors is estimated at **Rs. 13.30 crore** as given in **Table 10-1**.

10.3.3 Source of Funding and Fund Flow

The GoUP, the EA for AMRP, will provide adequate funds for compensation for land and structure costs and for the cost of resettlement assistance and RAP implementation including a LRP, SEP, and GAP. The EA will ensure the timely availability of funds for smooth implementation of the RAP. The tentative cost for LA and resettlement and rehabilitation is presented in **Table 10-1**.

Table 10-1: Tentative Cost for LA and Rehabilitation & Resettlement

S. No	Description	Unit	Quantity	Rate (Rs.)	Amount (Rs)
1	Land Cost (Pvt)*	ha	0.7819	89150000	69706385
2	Structure Cost	ha	0.6500	16000000	10400000
Rehabilitation & Resettlement Assistance					
THs					
Commercial					
3	Subsistence Allowance (Displaced Family)	no	37	36000	1332000
4	One-Time Resettlement Allowance	no	37	50000	1850000
5	Transportation Allowance (Displaced Family)	no	37	50000	1850000
6	One-time financial assistance (Vulnerable Family)	no	6	50000	300000
NTHs					
Residential PAHs					
7	Construction Allowance	no	6	150000	900000



S. No	Description	Unit	Quantity	Rate (Rs.)	Amount (Rs)
8	Transportation Allowance	no	6	50000	300000
9	Resettlement Allowance	no	6	50000	300000
Res.-cum-comm. PAHs					
10	Construction Allowance	no	1	150000	150000
11	Subsistence Allowance	no	1	36000	36000
12	Transportation Allowance	no	1	50000	50000
13	Resettlement Allowance	no	1	50000	50000
Temple with Residence PAHs					
14	Construction Allowance	no	1	150000	150000
15	Transportation Allowance	no	1	50000	50000
16	Resettlement Allowance	no	1	50000	50000
Commercial PAHs (Squatters)					
17	Subsistence Allowance (Displaced Family)	no	5	36000	180000
18	One-Time Resettlement Allowance	no	5	50000	250000
19	Transportation Allowance (Displaced Family)	no	5	50000	250000
20	Petty Shops Allowance	no	5	25000	125000
21	One-time financial assistance (Vulnerable Family)	no	2	50000	100000
Commercial PAHs (Mobile Vendors)					
22	Subsistence Allowance (Displaced Family)	no	27	36000	972000
23	One-Time Resettlement Allowance	no	27	50000	1350000
24	Transportation Allowance (Displaced Family)	no	27	50000	1350000
25	Petty Shops Allowance	no	27	25000	675000
26	One-time financial assistance (Vulnerable Family)	no	5	50000	250000
Tenants					
27	Rental Allowance	no	19	4000	76000
28	Shifting Allowance	no	19	50000	950000
29	Financial assistance for loss of trade	no	19	25000	475000
30	Resettlement Allowance	no.	19	50000	950000
Employee					
31	Subsistence Allowance	no	43	36000	1548000



S. No	Description	Unit	Quantity	Rate (Rs.)	Amount (Rs)
32	Resettlement Allowance (including kiosk)	no.	43	50000	2150000
33	One Time Grant to Artisan, Small Traders and Certain Others	no.	43	25000	1075000
Compensation for CPR and other Structures					
34	Temple	LS	-	1000000	1000000
35	Govt. Structure including public toilet, medicine store, govt office etc.	LS	-	5000000	5000000
Cost for Implementation of LRP**					
37	LRP Implementation cost	LS	-	5000000	5000000
Cost for Implementation of SEP					
38	SEP cost (Considered lumpsum Rs.1100000 per year for 5 years)	Year	5	1100000	5500000
Cost for Gender Development Plan					
39	Cost for GAP and HIV Awareness	LS	-	2500000	2500000
General					
40	Cost of NGO Recruitment***	LS	-	3000000	3000000
41	Cost of IEA (LS)	LS	-	2500000	2500000
42	Training for Staff	no	10	50000	500000
43	Information Disclosure	LS	-	500000	500000
44	Administrative Expenses	LS	-	1000000	1000000
Sub Total					126700385
Contingency @ 5% of Sub Total					6335019.25
Grand Total					133035404
Cost in Crore					13.30

*Land cost includes R&R assistance (R&R assistance of four land plots owners are included in land cost).

**LRP cost includes skill development, training programs, employment placements (in case PAP meets requirements of available opportunities) etc.

***NGO cost includes cost of man month, travel expenses, accommodation, telecom, and office equipment and coordination charges.



11 IMPLEMENTATION SCHEDULE

11.1 Background

Planning, surveying, assessing, policy development, institutional identification, PAHs/PAPs participation, establishment of the GRC, IRP, and implementation are typical activities of RAP. While these activities have discrete components that can be put on a time line, there is a close inter relationship between each activity and 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 a specific situation may require an increase in the time allotted to a task. Such situations may be caused by many factors, such as local opposition, seasonal factors, social and economic concerns, the training of support staff, and financial constraints. The implementation schedule will require detailed coordination between the project authorities and various line departments. The sequence may change as delays occur due to circumstances beyond the control of the project.

11.2 Implementation Procedure

The implementation of RAP will consist of four major stages:

- i. Identification of the cut-off date and notification for LA as per the RFCTLARR Act, 2013 (thereafter land will be purchased). For NTHs the cut-off date would be the completion date, i.e 16.03.2022 of the census & socio-economic survey for corridor-1. The cut-off date for corridor-2 will be released in a phase manner.
- ii. Verification of properties of PAHs/PAPs and estimation of their type and level of losses.
- iii. Preparation of list of PAHs/PAPs for relocation/rehabilitation.
- iv. Information on acquisition/relocation/assistance to PAPs and their rights.
- v. To ensure the disbursement of compensation amount and the implementation of support measures prior to relocation.
- vi. Relocation and rehabilitation of the PAPs.
- vii. Monitoring and social assistance including readjustment

11.3 Timing of Resettlement

The resettlement process must be completed by the start of civil works on the particular corridor. A requisite procedure will be developed by the UPMRC to carry out resettlement of PAPs located within Col, before the civil work starts on any section of the project. All activities related to the LA and resettlement shall be planned to ensure that 100% compensation is paid prior to displacement. A notice will be given in advance to the affected people to vacate their property before civil work begins. Stretches that are free of encroachment and other encumbrances will be handed over first to the contractor.



11.4 Implementation Schedule

The period for implementation of RAP has been taken as approximately two and a half years. However, monitoring and evaluation will continue beyond the period of implementation. The R&R activities of the proposed project are divided into three broad categories based on the stages of work and the process of implementation. The details of the activities involved in these three phases are: project preparation phase, RAP implementation phase and M&E phase.

11.4.1 Project Preparatory Phase

Setting up relevant institutions for the resettlement activities will be the major task during the preparatory stage, which is the pre-implementation phase. The major activities to be performed in this period include the establishment of SEMU, and additionally, the GRC needs to be appointed at this stage.

11.4.2 RAP Implementation Phase

The RAP at this stage needs to be approved and will be disclosed to the PAPs. Upon the approval of RAP, all the arrangements for fixing the compensation and the disbursement need to be done, which includes the payment of all eligible assistance, the relocation of PAPs, initiation of economic rehabilitation measures, site preparation for delivering the site to contractors for construction, and finally the commencement of the civil work.

11.4.3 Monitoring and Evaluation Phase

Internal monitoring will be the responsibility of UPMRC, which will start in early stages of the project when implementation of RAP starts and continue until the completion of the implementation of RAP. An IEA will be hired by UPMRC for mid and end term evaluations.

11.5 RAP Implementation Schedule

The RAP implementation schedule for R&R activities in the proposed project, including various sub tasks and time lines matching the civil work schedule, is prepared and presented in **Table 11-1**.



Table 11-1: Proposed Implementation Schedule

S. No	Activities	Yearly and Quarterly Progress																							
		2019		2021		2022				2023				2024				2025				2026			
		Year	Quarter	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
A Inception of Project																									
1	Completion of Detailed Technical Design	█																							
2	Identification of Land for acquisition		█	█	█																				
3	Community /Public Consultation			█	█	█	█	█	█	█	█	█	█	█											
4	Census and Socio-economic Survey			█	█	█	█	█	█	█	█	█	█	█											
5	Preparation of SIA			█	█	█	█	█	█	█	█	█	█	█											
6	Review/ Approval of SIA					█	█	█	█	█	█	█	█	█											
7	Consultation with PAPs				█	█	█	█	█	█	█	█	█	█											
8	Disclosure of SIA/ RAP							█	█	█	█	█	█	█											
B RAP Implementation Stage																									
1	Notification of LA									█	█	█	█	█											
2	Joint Measurement Survey										█	█	█	█											
3	Preparation of Micro Plan											█	█	█	█										
3	Measurement & valuation of structure												█	█	█	█									
3	Consultation and negotiation with PAPs													█	█	█	█								
4	Disbursement of compensation to PAPs														█	█	█	█							
5	Delivery of R&R entitlements															█	█	█	█						
6	Shifting and land Clearance																█	█	█	█					
7	Grievance Redress																	█	█	█	█				
8	Schedule of Civil Work																		█	█	█	█			
C Monitoring and Evaluation																									
1	Internal Monitoring																								
2	External Evaluation																								
3	Report to EIB																								



12 MONITORING AND EVALUATION

12.1 Background

Monitoring & Evaluation (M&E) are critical activities in IR. 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, M&E programme is required to be developed to provide feedback to project management, which will help keep the programmes on schedule and make them successful. M&E of R&R gives an opportunity to the implementing and funding agencies 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 of 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 SC, ST, BPL, WHHs, widows, Elderly, and PwD. RAP implementation will be monitored both internally and externally. UPMRC will be responsible for internal monitoring through their field level officers of SEMU and will prepare quarterly reports on the progress of RAP implementation. An IEA may be hired by UPMRC for mid and end term evaluations of RAP implementation.

12.2 Internal Monitoring

The internal monitoring for RAP implementation will be carried out by UPMRC. 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 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 UPMRC will include:

- Liaison with the LA team, construction contractor, and project affected communities to review and report progress against the RAP.
- Verification of LA and compensation entitlements is being delivered in accordance with the RAP.
- Verification of agreed measures to restore or enhance living standards is being implemented.



- Verification of agreed measures to restore or enhance livelihood is being implemented.
- Identification of any problems, issues, or cases of hardship resulting from the resettlement process.
- Through HH interviews, assess PAPs 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 that will be carried out by field level SEMU officers on a regular basis to keep track of R&R progress. For this purpose, the indicators suggested have been given in **Table 12-1**.

Table 12-1: Indicators for Monitoring of 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 HHs and persons affected Number of HHs 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 oustees Amount paid for training and capacity building of staffs
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 UPMRC to the satisfaction of PAPs Number of grievances referred and addressed by GRC

Indicators	Parameters Indicators
	Cases of LA referred to court, pending and settled

The socio-economic survey and the LA data provide the necessary benchmark for field level monitoring. A format for monitoring of RAP implementation is presented in **Annexure I**.

12.3 Independent Evaluation

As mentioned earlier, an IEA will be hired by UPMRC for mid and end term evaluation. A detailed ToR for IEA is presented in **Annexure J** and **Annexure K**. The external evaluation will be carried out to achieve the following:

- Verify the 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 made in relation to the baseline information available in the BSES. If some baseline information is not available, then such information should be collected on a recall basis during the evaluation.

The following should be considered as the basis for indicators in the monitoring and evaluation of the project. The list of impact performance indicators suggested to monitor project objectives is delineated in **Table 12-2**.

Table 12-2: Indicators for Project Outcome Evaluation

Objectives	Risk Factor	Outcomes and Impacts
<ul style="list-style-type: none"> ➤ The negative impact on persons affected by the project will be minimized. ➤ Persons losing assets to the project shall be compensated at replacement cost. ➤ The project-affected persons will be assisted in improving 	<ul style="list-style-type: none"> ➤ Resettlement plan implementation may take longer than anticipated. ➤ Institutional arrangement may not function as efficiently as expected. ➤ The NGO may not perform the task as 	<ul style="list-style-type: none"> ➤ Satisfaction of land owners with the compensation and assistance paid. ➤ Types of compensation and assistance provided to land owners ➤ % of PAPs adopted the skill acquired through training as only economic activity. ➤ % of PAPs reported an increase in income due to training ➤ % PAPs got trained in the skill of their choice.



Objectives	Risk Factor	Outcomes and Impacts
<p>or regaining their standard of living.</p> <ul style="list-style-type: none"> ➤ 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>efficiently as expected.</p> <ul style="list-style-type: none"> ➤ An unexpected number of grievances. ➤ Finding a suitable rehabilitation site for the displaced population ➤ PAPs are falling below their existing standard of living. 	<ul style="list-style-type: none"> ➤ Role of NGO in helping PAPs in selecting trade for skill improvement ➤ Use of productive assets provided to PAPs under the on-time economic rehabilitation grant ➤ Types of use of additional assistance money by vulnerable groups. ➤ 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 framework mechanism. ➤ PAPs opinion about NGO approach and accessibility.

12.4 Reporting Requirement

UPMRC will be responsible for supervision and implementation of the RAP. UPMRC will prepare quarterly progress reports on resettlement activities and submit a copy to EIB. The IEA will submit draft and final reports of their assignment to UPMRC and determine whether resettlement goals have been achieved, and more importantly, whether livelihoods and living standards have been restored or enhanced, and suggest suitable recommendations for improvement. Submission of the draft report would be carried out after completion of the assignment, and the final report should be submitted after receiving feedback from UPMRC and EIB.



Annexures



Annexure A: Survey Tools

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SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT

PART-A

QUESTIONNAIRE FOR CENSUS SURVEY
Asset Information

Date of Survey:
 Name of Investigator:
 Name of agency:

Unique Identification No:	Corridor	NS	Station name/ Survey location		Form No.	
		EW				

1 Identification					
1.1 City/Town					
1.2 Place/Location					
1.3 Chainage No.					
1.4 Address of Property					
1.5 Name of the Respondent					
1.6 Relation with Owner					
1.7 Contact Details					
2 Type of Property					
Private	1	Government	2	Religious	3
Community	4	Trust	5		
Others(specify)	6				
3 Type of Loss due to the project					
Structure	1	Land	2	Land and Structure	3
Livelihood	4	Others (specify)	5		
4 Type of Use					
Residential	1	Commercial	2	Mixed(R+C)	3
Industrial	4	Agriculture	5	Under Construction	6
Open land/plot	7	Mobile Vendor	8	Religious	9
Others (specify)	10				
5 Status of Ownership (Land)					
Owner(Title Holder)	1	Leased	2	Encroacher	3
Customary Rights	4	Others (Specify)	5		



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6 Status of Ownership (Property)						
Owner(Title Holder)	1	Leased	2	Rental	3	
Squatter	4	Kiosk	6	Customary Rights	7	
Others (Specify)	8					
7 If Structure is loss, use of Structure						
7.1 Residential Structure	House-1 Hut-2 Others (specify) 3					
7.2 Commercial Structure	Shops- 4		Hotel-5		Small Eatery-6	
	Kiosk-7		Clinic-8		Farm House-9	
	Commercial Complex-10		Vendors-11		Petrol pump-12	
	Workshop-13		Industry-14		Restaurant-15	
	Private Office-16		Godown-17			
	Others, (Specify)-18					
7.3 Mixed Structure	Residential cum commercial structure -19					
7.4 Community Structure	Community center-20		Club-21		Trust-22	
	Memorials-23		Community Toilet-24			
	Water tank-25					
	Others, (Specify)-26					
7.5 Religious Structure	Mosque-27		Shrine-28		Burial-29	
	Temple-30		Gurudwara-31		Scared Grove-32	
	Others, (Specify)-33					
7.6 Government Structure	Office-34		Hospital-35		School-36	
	College-37		Bus Stop-38		Toilet-39	
	Water tank-40					
	Others, Specify-41					
7.7 Others Structure	Boundary Wall- 42		Foundation-43		Cattle shed-44	
	Well/Tube well-45					
	Others, (Specify)-46					
8 Type of construction of Affected Property						
Kutchha	1	Pucca	2	Semi-Pucca	3	Temporary
Open Plot	5	Others (specify)				4
No. of floors of structure			No. of rooms of structure			
9 Year/month of occupying/owning the land/property						
10 Occupancy Status of Structure/plot						
Used by Owner-1		Rented-2		Leased-3		Encroached-4



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11 Name of owner of household/commercial entity					
12 Name of the tenant/lessee, if the structure/plot is rented/leased					
13 What is Monthly Rent, if the structure/plot is rented/leased					
14 If legal title holder, then do you have:					
14.1 Ration Card	BPL-1	Other-2		Number-	
14.2 Voter card	Yes-1	No-2		Number-	
14.3 Electricity Bill	Yes-1	No-2		Number-	
14.4 Legal Property Documents	Yes-1	No-2		Specify-	
15 Area of Plot/Structure (in sq ft)					
Total Plot/Open Land Area			Affected Area		
Total Structure Area			Affected Area		
16 Extent of Impact					
<20%	1	20-30%	2	30-40%	3
40-50%	4	50-60%	5	60-70%	6
70%>	7				
17 What is the current market value of Plot/Structure? (in Rs)					
18 Whether residential/commercial plot/structure viable after acquisition					
Yes		1	No		2
19 Assets in the Property					
SN	Utilities	Unit Owned	SN	Utilities	Unit Owned
1	Dug well		2	Water tap	3
4	Tube well		5	Hand pump	6
7	Open well		8	Water tank	
9	Boundary wall		10	Fruit bearing tree	
11	Others(specify)				
12	Others(specify)				

Signature of Respondent	Signature of Investigator	Signature of Supervisor



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SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT

PART- B
QUESTIONNAIRE FOR SOCIO-ECONOMIC SURVEY

Date of Survey:

Name of Investigator:

Name of agency:

Unique Identification No:	Corridor	NS	Station name/ Survey location		Form No.	
		EW				

1 Identification						
1.1	City/Town					
1.2	Name of Street/Road					
1.3	Name of Settlement Area:					
1.4	Chainage No.					
1.5	Plot No.					
1.6	Name of the Respondent					
1.7	Relation with Owner					
1.8	Name of the owner of the structure/plot					
1.9	Contact Details of owner					
1.10	Name of the occupant of the structure					
1.11	Do you have ration card?					
	Yes-1/No-2		If yes, number			
1.12	Whether included in voter list					
	Yes-1/No-2		(if yes, check the voter card and confirm domicile)			
2 General Information						
2.1	Religious Group					
	Hindu	1	Muslim	2	Christian	3
	Jain	4	Others (specify)	5		
2.2	Social Group					
	SC	1	ST	2	OBC	3
	General	4	Others (specify)	5		
2.3	Family Pattern					
	Joint	1	Nuclear	2	Individual	3
2.4	Size of Family Yes-1/No-2					
	Small (2-4)	1	Medium (5-7)	2	Large (Above 7)	3
2.5	Mother tongue					
2.6	Place of nativity:					



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3 Vulnerability Status of Household

3.1	Is it women headed household?		Yes-1	No-2
3.2	Is/are there any family member physically/ mentally/ Visually Disabled or of Old age?		Yes-1 (Number)	No-2
3.3	Is it a household Below Poverty Line (BPL)?		Yes-1	No-2
3.4	If BPL, provide BPL card Number			

4 Family Particulars (Start from Head of the Household)

1	Self	2	Wife	3	Husband	4	Son
5	Daughter	6	Son-in-Law	7	Daughter-in-law	8	Grandfather
9	Grandmother	10	Grandson	11	Grand Daughter	12	Brother
13	Sister	14	Brother-in-law	15	Sister-in-law	16	Father
17	Mother	18	Father-in-law	19	Mother-in-law	20	Uncle
21	Aunt	22	Cousin	23	Nephew	24	Niece
25	Any other (Specify)						

Member Name	1	2	3	4	5	6	7	8	9	10	11	12	
1. Name													Households: Write down the names of all people who live and eat together in this household starting with head Commercial: Write down the details of Owner/s
2. Relationship	H e a d												
3. Sex	Is the Name male or Female?												
	M	M	M	M	M	M	M	M	M	M	M	M	
	F	F	F	F	F	F	F	F	F	F	F	F	
4. Age	How old was Name on the Last Birthday												
													Record the age of last Birthday
5. Marital status	①	①	①	①	①	①	①	①	①	①	①	①	Married
	②	②	②	②	②	②	②	②	②	②	②	②	Unmarried
	③	③	③	③	③	③	③	③	③	③	③	③	Divorced
	④	④	④	④	④	④	④	④	④	④	④	④	Separated
	⑤	⑤	⑤	⑤	⑤	⑤	⑤	⑤	⑤	⑤	⑤	⑤	Widow/Widower



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Member Name	1	2	3	4	5	6	7	8	9	10	11	12		
6. Education	The Class till which the person has been educated.													
	1	1	1	1	1	1	1	1	1	1	1	1	1	Illiterate
	2	2	2	2	2	2	2	2	2	2	2	2	2	Primary
	3	3	3	3	3	3	3	3	3	3	3	3	3	Upper Primary
	4	4	4	4	4	4	4	4	4	4	4	4	4	High School
	5	5	5	5	5	5	5	5	5	5	5	5	5	Graduate
	6	6	6	6	6	6	6	6	6	6	6	6	6	Post Graduate
	7	7	7	7	7	7	7	7	7	7	7	7	7	Technical
	8	8	8	8	8	8	8	8	8	8	8	8	8	Vocational
7. Work Status	Is the name working?													
	1	1	1	1	1	1	1	1	1	1	1	1	1	Yes
	2	2	2	2	2	2	2	2	2	2	2	2	2	No
8. Employment Pattern	Employment pattern of the Name?													
	1	1	1	1	1	1	1	1	1	1	1	1	1	Self Employment
	2	2	2	2	2	2	2	2	2	2	2	2	2	Salaried
	3	3	3	3	3	3	3	3	3	3	3	3	3	Daily Wager
	4	4	4	4	4	4	4	4	4	4	4	4	4	Housewife
	5	5	5	5	5	5	5	5	5	5	5	5	5	Other (Specify)
9. Occupation	The Main activity at the place of job? (This may have multiple entries)													
	1	1	1	1	1	1	1	1	1	1	1	1	1	Artisans
	2	2	2	2	2	2	2	2	2	2	2	2	2	Labor
	3	3	3	3	3	3	3	3	3	3	3	3	3	Business/Trade/ Shop owner
	4	4	4	4	4	4	4	4	4	4	4	4	4	Govt. Service
	5	5	5	5	5	5	5	5	5	5	5	5	5	Private Service
	6	6	6	6	6	6	6	6	6	6	6	6	6	Maid Servant
	7	7	7	7	7	7	7	7	7	7	7	7	7	Unemployed/ NA
	8	8	8	8	8	8	8	8	8	8	8	8	8	Others(specify)
10. Reason for not working	Major reason for the Name not working? (Person who are not working)													
	1	1	1	1	1	1	1	1	1	1	1	1	1	No work available
	2	2	2	2	2	2	2	2	2	2	2	2	2	Seasonal inactivity
	3	3	3	3	3	3	3	3	3	3	3	3	3	Household family duties
	4	4	4	4	4	4	4	4	4	4	4	4	4	Old/Young
	5	5	5	5	5	5	5	5	5	5	5	5	5	Differently abled
	6	6	6	6	6	6	6	6	6	6	6	6	6	Student
	7	7	7	7	7	7	7	7	7	7	7	7	7	Others



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Member Name	1	2	3	4	5	6	7	8	9	10	11	12	
11. Disabilities, if any	①	①	①	①	①	①	①	①	①	①	①	①	Physically Challenged
	②	②	②	②	②	②	②	②	②	②	②	②	Mentally retired
	③	③	③	③	③	③	③	③	③	③	③	③	Others
12. Income	How much does the Name earn per month? (in Rs)												

5 Household Income & Source							
5.1	Household monthly income in Rs.						
5.2	Source of income (Head/ primary)						
5.3	No of adult earning members						
5.4	No of dependents						
5.5	Household monthly expenditure in Rs.						
6 Access to Utility							
	Type				Availability (Yes/No)		
6.1	Electricity						
6.2	Piped water supply						
6.3	Own water sources, well, tube well						
6.4	Separate Bath, Toilet						
6.5	Kitchen						
7 Households Assets:							
Sr. No	Particulars	Yes-1	No-2	Sr. No	Particulars	Yes-1	No-2
1	TV			7	Food Processor/Mixer/Grinder		
2	Refrigerator			8	Computer/Laptop		
3	Two-wheeler			9	Air Conditioner		
4	Four-Wheeler			10	Air Cooler		
5	Telephone/Mob. Phone			11	Microwave oven		
6	Washing Machine			12	Any others(specify)		



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8 Participation in Economic Activities of Family Members			
Economic/Non-economic Activities	Male	Female	Both
8.1 Cultivation			
8.2 Allied Activities (Dairy, Poultry, Sheep rearing etc.)			
8.3 Trade, shop & business			
8.4 Agriculture Labor			
8.5 Non-Agriculture labor			
8.6 HH Industries			
8.7 Service			
8.8 Household Work			
8.9 Collection of Fuel			
8.10 Others (Specify)			
9 Decision Making and Participation at HH Level			
Subject	Male	Female	Both
9.1 Financial matter			
9.2 Education of Child			
9.3 Health care of child			
9.4 Purchase of assets			
9.5 Day to day household activities			
9.6 On social function and marriage			
9.7 Women to earn for family			
9.8 Land and property			
9.9 Others			
10 Does the women have title for land and property?	Yes-1	No-2	
11 If yes, does the woman hold a joint ownership? If yes, she is First owner or Second owner			
12 Quality of Life (Consumption Pattern)			
Kindly indicate the consumption/expenditure on different items in last one year			
Sr. No	Particulars	Monthly Expenditure	Rank them from highest to lowest
1	Food		
2	Agriculture		
3	Housing		
4	Cooking Fuel/Gas		
5	Clothing		
6	Health		
7	Education		
8	Transport		
9	Communication		
10	Social function		
11	Others (Specify)		



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13 Indebtedness on the impacted property?					
Source	Amount Borrowed (Rs.)	When Borrowed (Year)	Purpose of Borrowing	Rate of interest per annum	Amount outstanding as on date
Institutional					
1.					
2.					
Non-Institutional					
1.					
2.					
14 Health Seeking Behavior					
14.1 Has any of your family members suffered from any disease in the past one year?				Yes-1; No-2	
14.2 If yes, How many members?					
14.3 If yes, please specify type of disease?				Disease/ Illness	
14.4 Where did you take treatment?				Government Hospital-1; Pvt Clinic/Hospital-2; Traditional Healing-3; Quacks-4; Medical Shop-5; No Treatment-6; Others-7(Specify)	
14.5 Distance travelled for treatment				(in km)	
14.6 Have you heard about HIV/AIDS				Yes-1; No-2	
14.7 Awareness of prevention methods				Yes-1; No-2	
14.8 If yes, what is the source of information?				Print media-1; Radio-2; TV-3; NGO camp-4; Govt camp-5; Other-6(specify)	
14.9 Has any of your family members suffered from Covid-19 from 2020?				Yes-1; No-2	
14.10 If yes, How many members?					
14.11 Number of deaths due to Covid-19 in family, if any?					
14.12 Where did you take treatment?				Government Hospital-1; Pvt Clinic/Hospital-2; Traditional Healing-3; Quacks-4; Medical Shop-5; No Treatment-6; Others-7(Specify)	
15 Commercial/Self Employment Activities					
15.1 Name of the shop					
15.2 Type of shop/Business Enterprise					
Shops	4	Hotel	5	Small Eatery	6
Kiosk	7	Clinic	8	Farm House	9
Commercial Complex	10	Vendors	11	Petrol pump	12
Workshop	13	Industry	14	Restaurant	15
Private Office	16	Godown	17		
Others, (Specify)-18					



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15.3 Year of establishment?						
15.4 Whether licensed by AMC?						
15.5 No of partners/owners						
Sr. No	Name of Owners	Sex	Age	Education	Monthly income	
1						
2						
3						
15.6 No of persons employed						
15.7 Employee details						
Sr. No	Name	Sex	Age	Education	Avg. salary paid	
1						
2						
3						
4						
16 Cultural Properties related information						
16.1 On a scale of 1 to 5 where 1 is bad and 5 is good, what do you think that project will affect the cultural or heritage properties of the Agra city?						
16.2 How you or any member from your family are associated with the cultural or heritage properties?						
Livelihood (1)	Tour Guide (1.1)	Work place (1.2)	Food Vendor (1.3)	Tourism (1.4)		
		Auto/Taxi/E-auto driver (1.5)	Photographer (1.6)	Shops/ vendor (1.7)		
Other, specify (1.8)						
Recreational Purpose (2)		Place for worship (3)		Student/ researcher (4)		
Other, specify						
16.3 Do you know how many cultural or heritage monuments are presents in Agra City? Can you name few,						
Taj Mahal (1)	Agra Fort (2)	Tomb of Akbar (Sikandara) (3)		Jama Masjid (4)		
Mehtab Bagh (5)	Ram Bagh (5)	Tomb of I'timād-ud-Daulah (6)		Moti Masjid (7)		
Panch Mahal (8)	Guru KaTaal Gurudwara (9)			Mankameshwar Temple (10)		
Other, Specify						
16.4 Nearest cultural or heritage monuments?						
16.5 Frequency of visiting cultural or heritage monuments?						
Once a week (1)		Once a month (2)		Once a year (3)		
16.6 What is your opinion about the project impacting cultural or heritage monuments?						
Good-1		Bad-2		Can't Say-3		
16.7 Which is the prominent monument in the city as per your views						



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16.8 What positive/ Negative impacts do you perceive?
16.9 What impacts you foresee due to the current project development on yourself and your family?
16.10 What is your opinion about how UPMRCL will improve your association with cultural or heritage monuments?



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17 Project Related Information			
17.1	Are you aware of the proposed Metro Rail Project in Agra city?	Yes-1/No-2	<input type="text"/>
17.2	If Yes, Source of information		
17.3	What is your opinion about the project?		
	Good-1	Bad-2	Can't Say-3
17.4	If good, what positive impacts do you perceive?		
17.5	If bad, what negative impacts do you perceive?		
17.6	What do you think women will get affected or benefitted differently from the project?		
17.7	Any further suggestions / comments		

18 Resettlement and Rehabilitation			
18.1	In case you are displaced (residentially / commercially where and how far would you prefer to be relocated?)		
	Within the area - 1	Outside the area - 2	<input type="text"/>
18.2	Name of place:		
18.3	Distance (in km)		
18.4	Replacement Option		
	Land for land lost	1	Cash Assistance
	House at Resettlement Site	3	Shop at Resettlement Site
	Other (Specify)		4



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18.5 Factors to be considered in providing alternate place			
Access to family/friends	1	Income from household activity	2
Income from Business activity	3	Availability of daily Job	4
Close to Market	5	Within same locality	6
Other (Specify)			
18.6 Income Restoration Assistance			
1. Employment Opportunities (Specify)			
2. Financial Assistance/ Loan			
3. Vocational training (Specify)			
4. Others (Specify)			

Signature of Respondent	Signature of Investigator	Signature of Supervisor

Observations:



Annexure B: Format for Interview Tool

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SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
Stakeholder Interview

Date:	Location/ Office Name:	Time:
Name of official	1.	
	2.	
	3.	
Team present	1.	
	2.	
	3.	

1.	Are you aware of the Agra Metro Rail Project?
Ans:	
2.	Are you aware of the website of UPMRCL where you can know the information/ updates about Agra Metro Rail Project? (like, Routes/ Construction/on-going activities related to metro)
Ans:	
3.	What are your views about the metro project in the city? (is it required or not)
Ans.	



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4.	What are your views about the metro route in the city? (is it required or not)	
Ans		
5.	What are the positive and negative impacts of metro on city?	
Ans		
6.	What are your views on how metro will impact on the lives of people staying in Agra city?	
Ans	Working Class:	
	Students:	
	Housewives:	
	Elderly:	
	Women's:	
	Labour class:	



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	Migrants:	
	Tourist/ Tourism:	
	Others (Specify):	
7.	What are your views on how metro will impact on the lives of tourist/ tourism of Agra city?	
Ans		
8.	What facilities do you expect at or near metro stations?	
9.	Will Agra metro meet the future transportation requirement of the Agra city?	
Ans		



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10.	Any other suggestions or comments?
Ans	



Annexure C: Format of Public Consultation Survey Tool

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**SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION**

Date:	Location:	Time:
Type of Stakeholder Group:		
Type of Consultation:	No. of Participants:	

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?				
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income		I.	Loss of livelihood	
II.	Increase in Customers		II.	Loss of income	
III.	Increase accessibility to facilities		III.	Structural loss	
IV.	Decrease in accidents		IV.	Loss of customers and supplies	
V.	Increase in employment		V.	Disruption of social/cultural/economic	
VI.	Decrease in migration		VI.	Religious/sites and networks	
VII.	Increase in property value		VII.	Decrease in value of properties	
VIII.	Industrial Development and Networking		VIII.	Increase in accidents	
IX.	Improvement in transportation system		IX.	Increase in crime rates	
X.	Increase in Education level		X.	Increase in Migration	
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)



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Annexure D: Format of Interview Tool with Cultural and Heritage Association

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**SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
Cultural and Heritage Associations Interview**

Date:	Location/ Office Name:	Time:
Name of official and Designation	1.	
	2.	
	3.	
Team present	1.	
	2.	
	3.	

1.	On a scale of 1 to 5 where 1 is bad and 5 are good, what do you think that project will affect the cultural properties of the city?
Ans:	
2.	Is metro project required for the city?
Ans:	
3.	What could be the potential positive or negative impacts on cultural heritages due to the location of project and its associated activities?
Ans.	



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4.	What could be the potential positive or negative impacts on cultural heritages during the construction of project and its associated activities?
Ans	
5.	What could be the potential positive or negative impacts on cultural heritages due to the Operation activities of project and its associated activities?
Ans	
6.	How will metro impact the tourist/ tourism of the city? (Reason)
Ans	
7.	Which is the prominent monument in the city as per your views?
Ans	
8.	What is your opinion about how UPMRCL will improve your association with cultural or heritage monuments?
Ans	

Annexure E: Minutes of Consultation

Location	Type of Stakeholder	Date and Time	Number of participants
Agra Cantt	Auto taxi Driver	24/05/202214:50	Male-14
Issues		Views/opinion, concerns	
Necessity of Metro		According to participants, the metro project will not be successful as Agra city is confined to 10 km and it will not attract riders.	
Tourism		The arrival of the Agra Metro Project will increase the influx of tourists.	
Women Safety		In auto rickshaws and local buses, female face numerous safety issues. The proposed metro project will address safety and other issues faced by the female commuters.	
Facilities Required		A dedicated lane for autos, taxis, e-rickshaws and parking facilities must be provided at the station.	
Livelihood		The livelihood of auto and taxi drivers should not be affected by the Metro.	
Fare		Participants are willing to spend an additional Rs. 10 for the metro rides. The proposed metro project must be affordable for all sections of society and must be economical for people to prefer it over private modes of travel.	
Information Centre		An announcement should be made for the missing person and a helpline number must be prominently displayed in metro stations and coaches.	



Location	Type of Stakeholder	Date and Time	Number of participants
Agra Fort	Auto Driver	25/05/202214:50	Male-11
Issues		Views/opinion, concerns	
Necessity of Metro		The arrival of the metro in Agra is necessary to cater to the city's 1.6 million population.	
Impact on Environment		Due to the proposed metro project, trees and plants will be cut down, which is harmful for the environment.	
Women Safety		For female passengers to feel safe in the metro, there should be additional safety precautions and services.	
Expectations from Project		<ul style="list-style-type: none"> • A dedicated lane for autos, taxis, e-rickshaws and parking facilities must be provided at the station. • Like in Delhi, there should be more toilet facilities in metro stations. • Like Delhi, there should be more toilets in metro station 	
Crime		Participants believe that due to the proposed project, the crime rate will decrease.	
Tourism		All of Agra's significant monuments and heritage sites are covered by the Metro project, which will increase the influx number of tourists and boost the tourism industries.	
Information Centre		An announcement should be made for the missing person and a helpline number must be prominently displayed in metro stations and coaches.	





Location	Type of Stakeholder	Date and Time	Number of participants
Agra Taj Mahal	Auto taxi Driver	24/05/202214:30	Male-13
Issues	Views/opinion, concerns		
Necessity of Metro	Agra is not a big city; the metro will be successful in the initial six months.		
Tourism	The arrival of the Agra Metro project will increase tourist's influx.		
Livelihood	The arrival of the metro project in the city will have a negative impact on livelihood and reduce the income of taxis, rickshaws, and auto drivers. The arrival of metro in Agra will have a huge impact on livelihood, the employment of taxi & rickshaw/ auto driver will decrease.		
Impact on Traffic	<p>With the arrival of the metro in Agra, the traffic in the city will be reduced because of which there will be a reduction in accidents.</p> <p>With the arrival of the metro, the traffic will be reduced significantly.</p>		
Education	<p>With the arrival of the metro in Agra, the traffic in the city will be reduced, and it will definitely reduce road accidents.</p> <p>The level of education will increase.</p>		
Impact on property Value	Property values will increase, the rate will double.		
Resettlement	<p>If any property (residential or commercial) is acquired for the Agra Metro project, then the concerned person should be provided another place or double compensation for their loss.</p> <p>Due to the arrival of metro in Agra, if any shop of any person goes to metro, then he should be shifted somewhere else by metro or he should be given double compensation.</p>		
Impact on Environment	There will be a lot of improvement in the environment due to the arrival of the metro in Agra.		
Expectations from Project	Participants believed that the proposed project will generate employment possibilities and accelerate the development of the city.		
Women Safety	A dedicated women's coach facility must be provided in Agra Metro and it should be brought soon.		
Information Centre	Women's helpline and the police helpline numbers must be prominently displayed in metro stations and coaches.		



Location	Type of Stakeholder	Date and Time	Number of participants
Kalindi Vihar	Commercial	24/05/2022 12:30	Male-11
Issues		Views/opinion, concerns	
Impact on Traffic	The traffic in the city will be reduced to a great extent		
Women Safety	Most of the time, female commuters are victims of snatching incidents while travelling on buses and autos. Participants believe that due to the proposed project, the theft incidents will reduce. There is jewellery snatching with women when going in bus and auto, it will be reduced with the arrival of metro rail.		
Improvement	Agra is an industrial area. Many heavy vehicles travel through the city to transport commodities. The metro authorities must take this into consideration so that the structure does not obstruct vehicle movement. This is an industrial area, there comes many big vehicle full of goods, the metro has to take care that it should not hinder their way, if there is any low height barrier then we will be at a loss.		
Impact on Environment	If the trees and saplings are cut down due to the proposed metro project. Metro officials must plant trees to keep the environment clean. If the trees and saplings are cut due to metro construction work, then metro people should plant them elsewhere, it keeps the environment clean.		
Fare	If good facilities are available in the metro, then people are willing to spend an additional ₹10.		
Impact on Property value	With the arrival of the metro, the commercial property values in the area will considerably increase.		
Expectations from Project	Metro stations should be near to our locality. In the future, the metro network should be improved.		



Resettlement	<p>If land is acquired for the project, then land must be provided near the land to be taken. If it is far away, then cash compensation.</p> <p>If we get land then it should be nearby, if it is far away then cash compensation is also required.</p>
Women Safety	<p>For female passengers to feel safe in the metro, there should be additional safety precautions and services.</p> <p>There should be maximum facilities for women coming to the metro so that they do not face any problem.</p>
Connectivity	<p>A metro station must be proposed at or near Water Works, as buses are available every 10 minutes 24/7 for all India.</p> <p>There should be a station near water box because there is a lot of auto movement of buses, buses are available every 10 minutes All India</p>
Information Centre	<p>An announcement should be made for the missing person and a helpline number must be prominently displayed in metro stations and coaches. Also, the 'MAY I HELP YOU' desk at the station for directions and queries.</p> <p>There should be a metro helpline centre for proper guidance and time related queries.</p>

Location	Type of Stakeholder	Date and Time	Number of participants
Collectorate	Commercial	25/05/2022 18:20	Male-11
Issues	Views/opinion, concerns		
Impact on Traffic	<p>With the arrival of the metro in Agra, the traffic in the city will be reduced to a great extent, because of which there will be a lot of relief in pollution.</p> <p>With the arrival of metro in Agra, the traffic inside Agra will be reduced to a great extent, due to which there will be a lot of relief in pollution, there will be a lot of improvement in traffic in the coming time.</p>		
Women Safety	<ul style="list-style-type: none"> • A dedicated women's coach facility must be provided in Agra Metro • There should be a separate coach for women in the metro • There should be a provision for a female security personnel. . 		
Impact on Environment	<p>The environment has become much more polluted due to heavy traffic in Agra city. It will be improved as a result of the metro project.</p> <p>The environment has become much polluted due to high traffic in Agra, because of metro it will be reduce.</p>		
Facilities Required t	<p>A dedicated parking facility must be provided at the station. Parking facility inside the metro station is required.</p>		
Impact on Cultural Heritage Sites	<p>The Metro project will improve urban public transportation connectivity and reduce travel time, because of which tourists will</p>		



	<p>reach their destination on time. Additionally, they can save time & money and visit more monuments.</p> <p>With the arrival of metro, tourists coming to Agra will visit culture heritage in less time this will give a big boost to tourism, and tourists will also consider staying at night.</p>
Impact on Livelihood	<p>The arrival of the metro project in the city will have a negative impact on livelihoods and employment opportunities.</p> <p>If metro come, there will be a decrease in employment.</p>
Information Centre	<p>An announcement should be made for the missing person and a helpline number must be prominently displayed in metro stations and coaches. There must be an offline and online portal to address commuters' concerns.</p> <p>The helpline number inside the metro station should be like Missing Person Guide Lines, Electronic Compliant etc., so that the incoming passengers can get these facilities.</p>
Expectations from Project	<p>The inhabitants of the city do not have high expectations from the metro project, as the city is confined to 10 km and it will not attract riders. However, because most of the important monuments and heritage sites are covered by the metro project, it will benefit tourists and boost the tourism industry.</p> <p>With the arrival of the Agra Metro, the residents of Agra do not expect anything from this project that the area of Agra ends in 10 kilometres, it is not possible for the metro to be successful for residents. It will benefit tourist and boost tourism</p>
Resettlement	<p>If any property (residential or commercial) is acquired for the Agra Metro Project, then the concerned person should be provided another place or double compensation.</p> <p>If our shops or houses come in the construction of the metro, then we should be given another place and twice rate of our land should be given as compensation.</p>
Education	<p>The arrival of the metro in the city will raise the level of education because students can reach their destination on time.</p> <p>With the arrival of metro in Agra, the level of education will increase a lot because it can reach its place in a very short time.</p>



Kalindi Vihar Commercial



Collectarate Commercial

Location	Type of Stakeholder	Date and Time	Number of participants
Ram Bagh	Commercial	24/05/2022 10:50	Male-16
Issues	Views/opinion, concerns		
Impact on Land	<ul style="list-style-type: none"> • Despite the fact that government land is available, the metro project does not utilize it. • If land is acquired for the project, then land must be provided near the land to be taken. If it is far away, then cash compensation. • Around 50% areas of their commercial properties are going to be affected by the project. Rest of the areas of their properties will be non-viable to operate. Will government acquire their non-viable properties. • Government land is lying for many years, it is not being used for long. • If metro will acquire our private land we need a land as a compensation if possible otherwise cash compensation should be given. 		
Development	The Agra Metro project is a step towards development of the city. It is a good thing there will be development due to the metro.		
Impact on Traffic	The traffic in the city will reduce due to the metro project.		

	Ground level traffic will reduce due to metro.
Impact on Livelihood	Participants have requested to shift the viaduct of the proposed metro project to avoid dismantling of commercial properties, as it is the only source of income for affected persons and families. This is a commercial area, the metro should be taken out while saving it, and many families survive from here.
Safety	Participants claimed that public transport is not safe and believe the metro project will provide a sense of safety and security during travel. There is not so much safety on public transport, there will be more safety in the metro
Fare	Even if the metro fare is more, they will use the metro.
Improvement Suggestion	A metro station must be proposed at or near Water Works, as buses are available every 10 minutes 24/7 for all India. There should be a metro station at the water works. There should be mini bus connectivity.
Commencement of Work Information	Participants have requested to share the tentative date for LA and dismantling of structures. Consequently, they will prepare themselves and take proactive steps in advance. How much time will I take for this so that we can make our arrangements in advance



Location	Type of Stakeholder	Date and Time	Number of participants
Agra Fort	Tourist	25/05/2022 13:40	Male-10
Issues	Views/opinion, concerns		
Opinion	There are no employment opportunities in Agra City. Proposed project will also not create any opportunities. There will be no use of metro in the city.		
Women Safety	For female passengers to feel safe in the metro, there should be additional safety precautions and services. There should be women security personnel inside the metro or metro station so that women can get their security.		



Expectations from Project	With the arrival of the metro in the city, passengers can reach their destination on time. With the arrival of metro, one can reach home and college on time, it takes time to travel by bus.
Impact on Livelihood	A dedicated lane for autos, taxis, and e-rickshaws must be provided at stations in a way that it will not have any negative impact on the livelihood and employment of the auto drivers. The project of the metro should be such that the metro station is also near and the distance is so that the employment of the auto drivers is saved.
Impact on Tourism Industry	All of Agra's significant monuments and heritage sites are covered by the metro project, which will increase the number of tourists and boost the tourism sector. Tourists will also increase with the arrival of metro
Impact on Environment	With the arrival of the metro in Agra, the traffic in the city will be reduced to a great extent, because of which there will be a lot of relief in pollution. The smoke coming out of the traffic system inside Agra every day pollutes the environment, which will be reduced to a great extent by the arrival of the metro.
Influx in Migration	Migration from the nearby villages of Agra will increase during and after the construction of the metro in the city in order to get employment and start business. With the arrival of the metro, migrant people from outside will come and live, they will start their business.
Impact on Traffic	With the arrival of the metro in Agra, the traffic in the city will be reduced to a great extent, because of which there will be a reduction in accidents. The arrival of metro will reduce the traffic of Agra, which will reduce the accidents.
Information Centre	An announcement should be made for the missing person and a helpline number must be prominently displayed in metro stations and coaches. There must be an offline and online portal to address commuters' concerns. There should be facilities inside the metro station like helpline number for missing person, context, eye lens, electronic copal ant

Location	Type of Stakeholder	Date and Time	Number of participants
Taj Mahal	Tourist	25/05/2022 14:30	Male-11
Issues	Views/opinion, concerns		
Impact on Tourism Industry	The proposed metro project will not boost the tourism industry of the city. It is not a very big city, and other transport modes are available here to commute from one place to another.		



	The arrival of metro in Agra will not affect tourism because Agra is not a very big city
Impact on Connectivity	Agra city is not well connected with the transportation system. To ensure the metro's success in the city, a major emphasis will be placed on the mandatory integration of the existing transportation system. Otherwise, the project will struggle to meet operational expenses due to lack of ridership. There is not much connectivity in Agra and there is no airport. if the Agra Metro comes, by the time passenger go to metro station, he can reach Taj Mahal by auto.
Influx in Migration	Migrants are lower in number here; population density cannot rise. Here the migrant people live less, the density cannot increase here
Impact on Environment	With the arrival of the metro in Agra, the traffic in the city will be reduced to a great extent, because of which there will be a lot of relief in pollution in the coming years. If trees and plants are cut down, then trees must be planted against them to avoid any negative effect, which is harmful for the environment. With the arrival of metro, the environment will improve to a great extent, if trees and plants are cut due to metro construction, then trees should be planted in some other place so that there is no effect on the environment.
Women Safety	For female passengers, especially for tourists to feel safe in the metro, there should be additional safety precautions and services. Security should be well maintained in the metro for the tourist women coming from outside in Agra.
Impact on Traffic	With the arrival of the metro in Agra, the traffic in the city will be reduced and travellers can reach their destination on time. With the arrival of the metro, the traffic in Agra will reduce a lot, which will not cause any problems for the visiting tourist and will be able to reach their place in less time.
Development	The Agra metro project is a step towards world class development of the city. If the project comes, there will be maximum development of Agra.
Education	The arrival of the metro in Agra will raise the level of education because students can reach their destination on time. With the arrival of metro, the level of education will increase because it will take less time to reach from one place to another.
Information Centre	An announcement should be made for the missing person and a helpline number must be prominently displayed in metro stations and coaches. There must be an offline and online portal to address commuters' concerns.

There should be a helpline number for missing person and guide line for an electronic complaint centre inside the metro station.



Agra Fort



Taj Mahal

Location	Type of Stakeholder	Date and Time	Number of participants
Agra Cantt	Vendor	24/05/2022 12:40	Male-10
Issues		Views/opinion, concerns	
Necessity of Metro		The proposed project will be beneficial for the population of Agra, as it will boost urban public transport connectivity in the city. Also, an assessment of the negative impact needs to be carried out, and mitigation measures must be proposed.	



	It is necessary to have a metro. It will have some benefit, then its disadvantages will also be seen.
Impact on Properties	If any property (residential or commercial) is acquired for the Agra Metro Project, then the concerned person should be provided another place or double compensation. Should we be given a shop instead of a shop or give me two fold compensation
Impact on Livelihood	The participants are only in favour of the project, if they are provided a place to start food joint. If we get some place to sell food then we need metro
Expectations from Project	The proposed project will generate employment and business opportunities. With the arrival of metro in Agra, employment will increase
	The Agra metro project is a step towards world class development of the city.
Impact on Traffic	With the arrival of the metro in Agra, the traffic in the city will be reduced to a great extent, because of which there will be a reduction in accidents. With the arrival of the metro, there will be less traffic inside Agra
Fare	Participants are willing to spend an additional Rs. 10 for the metro rides. If we get good facilities in metro, will give 10 rupees more
Women Safety	A dedicated women's coach and reserved seats facility must be provided in Agra Metro. Separate compartment for women in metro
Impact on Tourism Industry	All of Agra's significant monuments and heritage sites are covered by the metro project, which will increase the influx of tourists and boost the tourism industries. Tourism will also increase
Impact on Environment	The successful implementation of the metro in Agra will significantly reduce traffic in the city, which will result in significant reductions in pollution. This helps to lower greenhouse gas emissions, fossil fuel, and enhance air and environmental quality. The environment of Agra will improve a lot due to the arrival of the metro, because the traffic will reduce a lot, due to traffic jam the carbon dioxide is increasing more, the environment will improve a lot due to the arrival of the metro



Location	Type of Stakeholder	Date and Time	Number of participants
Sanjay Place	Vendor	25/05/2022 17:30	Male-10
Issues	Views/opinion, concerns		
Opinion	The proposed project will be beneficial for the population of Agra, as it will boost urban public transport connectivity and development in the city. Coming of Metro in Agra would have benefits and development.		
Impact on Properties	If their shops are acquired for the Agra Metro project, will they receive shops at the station area against the loss? If we lose our shops, then we should find shops somewhere under the metro station.		
Expectations from Project	The proposed project will generate employment and business opportunities. With the arrival of metro, our earnings will increase		
	The Agra Metro project will improve the aesthetic value of the city as well as generate employment opportunities. It will also increase the number of tourists and boost the tourism industry.		
Woman Safety	The metro project will provide a sense of safety and security during travel to women commuters. A dedicated women's coach and reserved seats facility must be provided in Agra Metro project. <ul style="list-style-type: none"> With the arrival of metro, women will get more facilities. There will be less eve-teasing, Separate coach for women should be provided 		
Traffic Solution	With the arrival of the metro in Agra, the traffic in the city will be reduced to a great extent, because of which there will be a reduction in accidents. With the arrival of the metro, there will be less traffic inside Agra		
Impact on Environment	The successful implementation of the metro in Agra will significantly reduce traffic in the city, which will result in significant reductions in pollution. This helps to lower greenhouse		

	<p>gas emissions, fossil fuel, and enhance air and environmental quality. If the traffic is less than the pollution will also be less</p>
Facilities Required	<p>A dedicated lane for autos, taxis, e-rickshaws and parking facilities must be provided at the station.</p> <p>The auto driver should have the facility of parking at the metro station and the vendors should have the facility of their shops so that they can run the employment</p>



Location	Type of Stakeholder	Date and Time	Number of participants
Purani Mandi	Women	26/05/202215:15	Female-11
Issues		Views/opinion, concerns	
Opinion	<p>The proposed project will be beneficial for the population of Agra, as it will boost urban public transport connectivity and development in the city There should be a metro in Agra. A lot of development in Agra due to metro.</p>		
Women Safety	<p>In auto rickshaws and local buses, female face numerous sexual harassment and safety issues. The proposed metro project will address these issues faced by the female commuters.</p> <p>A dedicated women's coach and a reserved seat facility will provide a sense of safety and security during travel for women commuters. Maximum security should be provided to women by metro.</p>		
Livelihood Opportunities for Women	<p>The metro project must adopt a women's empowerment policy for gender mainstreaming by providing employment opportunities to women in the project. Metro should provide employment for women so that women can live their life easily</p>		

Impact on Environment	The environment has become much more polluted due to heavy traffic in the city. It will be improved as a result of the metro project. Pollution is increasing very fast in Agra, which will be reduced by the arrival of metro.
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Location	Type of Stakeholder	Date and Time	Number of participants
Shyam Place	Girls	26/05/202217:30	Female -14
Issues	Views/opinion, concerns		
Opinion	The proposed project will be beneficial for the population of Agra, as it will boost urban public transport connectivity and development in the city. It is very necessary to have metro in Agra		
Women Safety	In auto rickshaws and local buses, female face numerous sexual harassment and safety issues. The proposed metro project will address these issues faced by the female commuters. In Agra, women have to face a lot of problems while traveling on public transport, such as tampering or pushing, these things should be taken care of in metro		
Livelihood Opportunities for Women	The metro project must adopt a women's empowerment policy for gender mainstreaming by providing employment opportunities to women in the project. Metro should provide livelihood options for women		
Connectivity to Cultural Heritage Site	All of Agra's significant monuments and cultural heritage sites are covered by the Metro project, and most of the stations are proposed near the heritage sites. Metro stations should be nearby Culture Heritage		
Information Centre & Facilities Required	The women's helpline and police helpline numbers must be prominently displayed in metro stations and coaches. The metro project must have facilities like a baby-feeding room, diaper-changing facilities, and toilets for women at each station.		

	There should be a good arrangement for the safety of women in the metro, there should be help line numbers, and there should be toilets at the station.
Integration of Existing Transport System	Agra city is not well connected with the transportation system. To ensure the metro's success in the city, a major emphasis will be placed on the mandatory integration of the existing transportation system. Also, schools and colleges must be connected with the metro project. Metro should be given good connectivity with schools and colleges so that we can reach easily



Location	Type of Stakeholder	Date and Time	Number of participants
Agra Cantt Railway Station	Passenger	26/05/2022 14:30	Male-12
Issues	Views/opinion, concerns		
Opinion	The inhabitants of Agra will benefit from the proposed project. The city's cultural heritage sites are well-known to tourists. The Metro project will improve urban public transportation connectivity and reduce travel time, because of which tourists will reach their destination on time and save time & money. It is very important to have a metro in Agra, because of this, tourists coming from outside can easily come to the cultural heritage, this will save their time.		
Expectations from Project	People should be provided employment opportunities by the metro.		
Impact on Traffic	The Agra metro project will significantly reduce traffic congestion in the city. The residents of the city will not be stranded in traffic, and traffic will be smooth in the future. People will not get stuck in traffic jam and traffic will be smooth.		

Impact on Environment	<p>The environment has become much more polluted due to heavy traffic in the city. It will be improved as a result of the metro project.</p> <p>There is a lot of pollution in Agra, the arrival of metro will make a difference</p>
Opinion on Connectivity	<p>The metro station proposed at Taj Mahal is a bit far and one cannot reach it directly by metro. Local tourists will prefer autos and taxis over the metro as they are more economical than the metro. Therefore, the metro project will not be successful in the city.</p> <p>Taj Mahal cannot be reached directly by metro, auto and taxi cost less money, same metro fare will be higher, so it does not seem that metro will be successful here</p>
Information Centre	<p>Women's helpline and police helpline numbers must be prominently displayed in stations and coaches. Also, the 'MAY I HELP YOU' desk at the station for directions and queries.</p> <p>Metro stations should have helpline numbers and public guidance desks.</p>
Expectation from Project	<p>The Agra Metro project is a step towards development of the city. Agra's development will also happen quickly due to metro project.</p>



Location	Type of Stakeholder	Date and Time	Number of participants
Sultanganj Crossing Residence	Residence	26/05/2022 12:00	Male-4 Female-10
Issues	Views/opinion, concerns		
Impact on Properties	Participants have demanded houses as compensation for their loss of residential properties. Then they will vacate their properties.		



	First we need a house, then we will leave our place
Women Safety	The metro project must adopt a women’s empowerment policy for gender mainstreaming by providing employment opportunities to women in the project. The women here are very hardworking, they should get some employment.
Expectations from Project	The metro project is a step towards the overall development of the city. Metro will come in Agra, it is a good thing that development of Agra will also happen.
Fare	The proposed metro project must be affordable for all sections of society especially lower class and must be economical for people to prefer it over private modes of travel. Metro fare should be less for the poor people only then we will be able to travel
Health Facilities for BPL & EWS Families	The Metro Authority or Government must provide free treatment facilities to patients from the BPL and the economically weaker sections (EWS). There should be a free hospital for the poor people from the metro and the government and good facilities should be given to our children.
Impact on Traffic	The Agra Metro project will significantly reduce traffic congestion in the city. The residents of the city will not be stranded in traffic, and traffic will be smooth in the future. After the arrival of metro, the traffic of Agra will be very less.
	The Agra Metro project will significantly reduce traffic congestion in the city, and the number of road accidents will be brought down.
Impact on Environment	If the trees and saplings are cut down due to the proposed metro project, Metro officials must plant trees to keep the environment clean. If trees and plants are cut by Agra Metro, then trees and plants should be planted somewhere so that our environment is safe.
Livelihood Opportunities for BPL & EWS Families	The Metro Authority must provide employment opportunities to BPL families and the economically weaker sections (EWS) families during project implementation. Arrangement should be made to provide employment to the family of poor people during the metro period so that we can take good care of our family.
Information Centre	Women and police helpline numbers must be prominently displayed in metro stations & coaches, and the deployment of police personnel at stations. A wheelchair, an escalator, and an elevator facility should be provided for the differently abled, elderly, and women.

There should be a helpline number and arrangement of police personnel for the poor people inside the metro station.



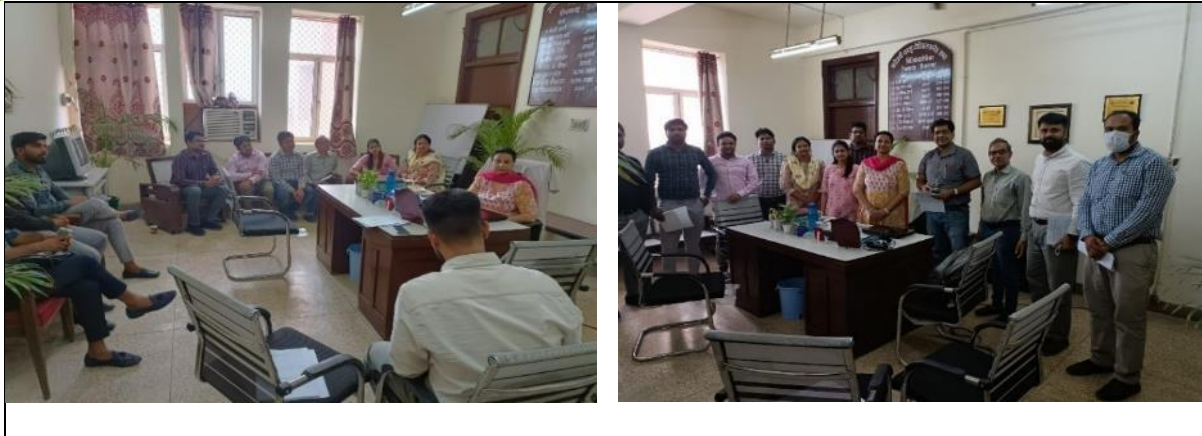
Location	Type of Stakeholder	Date and Time	Number of participants
Medical College	Student	24/05/2022 3:40	Male-25 Female-25
Issues	Views/opinion, concerns		
Opinion	The inhabitants of Agra will benefit from the proposed project. The Metro project will improve urban public transportation connectivity and reduce travel time, The arrival of metro in Agra is very necessary.		
Impact on Environment	If the trees and saplings are cut down due to the proposed metro project, Metro officials must plant trees to keep the environment clean. Due to metro trees and plants will be cut at it is very harm full for Environment.		
Impact on Traffic	The Agra metro project will significantly reduce traffic congestion in the city. The residents of the city will not be stranded in traffic, and traffic will be smooth in the future. People will not get stuck in traffic jam and traffic will be smooth.		
Women Safety	<ul style="list-style-type: none"> The women's helpline and police helpline numbers must be prominently displayed in metro stations and coaches There should be more facilities for ladies so that the can feel safe in metro. A dedicated women's coach and a reserved seat facility will provide a sense of safety and security during travel for women commuters Ladies coach in metro should be separate. 		
	<ul style="list-style-type: none"> Free pass must be provided to students. 		



Education	<ul style="list-style-type: none"> • The proposed project will increase the influx of students in the city. • Students from outside will come here to study after coming to the metro in Agra. • Metro station should not be constructed in medical college ground.
Facilities	<ul style="list-style-type: none"> • A wheelchair, an escalator, and an elevator facility must be provided at metro station. • The connectivity should be good to come till the entry exit of the metro. • 'One' card to commute for both the metro and buses. • Metro card should also be valid in Agra City Bus • The Metro Authority must provide last-mile connectivity to metro users. • Transport facility should be provided for commuting from metro station to school and college.
Information Centre	<p>Helpline number must be prominently displayed in metro stations and coaches. Also, the 'MAY I HELP YOU' desk at the station for directions and queries.</p> <p>Metro stations should have helpline numbers and public guidance desks.</p>
Expectations from Project	<p>The Agra Metro project will accelerate development of the city. Agra's development will also happen quickly due to metro project.</p>
Alternate Play Ground	<p>The playground of the S.N Medical College will be acquired for the metro station, and UMPRC must provide an alternate play ground against it.</p> <p>UPMRC shall provide alternate play ground to the college as it is likely to acquire existing playground for construction of station</p>
Meet the Target	<p>The proposed project should not delay and meet the target of opening for regular operations.</p> <p>The timeline for construction of metro in the city should not exceed the proposed time line for completion</p>
Late Night Services	<p>The metro service should be available till late at night considering the convenience of medical students' groups.</p> <p>During operation, the metro service shall be available till late night considering the convenience of students group.</p>
Impact on Livelihood	<p>The arrival of the metro project in the city will have a negative impact on livelihood and reduce the income of taxis, rickshaws, and auto drivers.</p> <p>After the introduction of metro, the auto drivers may lose their income and customer which shall be taken into consideration.</p>



Location	Type of Stakeholder	Date and Time	Number of participants
S.N. Medical College	Faculty of Physiology, Professor's group	23.05.2022 3.15 pm	Male-5 Female-3
Issues	Views/opinion, concerns		
Traffic	Traffic condition during construction shall be taken into consideration		
Loss of structures	Loss of property will become challenge.		
Facility for disabled	Adequate facility shall be available in the station and train for the differently abled passengers.		
Lack of feasibility of the project	Due to absence of industry and commercial hub in Agra city metro would not be feasible to operate in Agra city		
Transformational behaviour	There is a need to change the behaviour of the citizens of Agra in order to use the metro service in the city		
Compulsory integration of existing transportation system	In order to ensure the success of metro in Agra city, major focus shall be given on compulsory integration of existing transportation system		
Lack of safety	Presently, particularly the women group find lack of safety issues in availing the public transport in Agra. Metro will ensure safety of women and convenient travelling		



Summary of Cultural Heritage Consultation

Location	Type of Stakeholder	Date and Time	Number of participants
Agra Fort	Tourist Guide	25/05/202216:40	Male-10
Issues	Views/opinion, concerns		
Impact on Traffic	The Agra Metro project will significantly reduce traffic congestion in the city. The residents of the city will not be stranded in traffic, and traffic will be smooth in the future.		
Positive Impact	The Metro project will improve urban public transportation connectivity and reduce travel time, because of which tourists will reach their destination on time. They can visit more monuments and also save time and money.		
Rating	Participants have given a 5 star rating to Agra Metro.		
Associated with Agra Fort	Participants have been working at Agra Fort for the last 20 years and believe that there will be no harm to Agra Fort by the project.		
Expectation from Project	<ul style="list-style-type: none"> The Agra metro project is a step towards the overall development of the city. Metro should provide good facilities to tourists. 		
Concern	<ul style="list-style-type: none"> The ancient Agra heritage monuments shouldn't be harmed by the metro project. 		
Suggestion for Improvement	Metro stations should be near the monuments		
Information Centre	Women's helpline and police helpline numbers must be prominently displayed in metro stations and coaches. Also, the 'MAY I HELP YOU' desk at the station for directions and queries. Metro stations should have helpline numbers and public guidance desks.		



Location	Type of Stakeholder	Date and Time	Number of participants
Taj Mahal	Tourist Guide	25/05/202217:15	Male-10
Issues	Views/opinion, concerns		
Impact on Traffic	The Agra Metro project will significantly reduce traffic congestion in the city. The residents of the city will not be stranded in traffic, and traffic will be smooth in the future.		
Associated with Taj Mahal	Participants have been working at Taj Mahal for the last 25 -30 years and it is the only source of livelihood.		
Rating	Participants have given a 5 star rating to Agra Metro		
Impact on Livelihood	The livelihood of auto and taxi drivers will be affected by the metro project.		
Expectations from Project	The Agra metro project is a step towards the overall development of the city		
Facilities Required	The Metro should provide good facilities to tourists.		
Positive Impact	The Metro project will improve urban public transportation connectivity and reduce travel time, because of which tourists will reach their destination on time. They can visit more monuments and also save time and money.		
Concern	The ancient Agra heritage monuments shouldn't be harmed by the metro project		
Suggestion for Improvement	Metro stations should be near the monuments.		
Information Centre	Women's helpline and police helpline numbers must be prominently displayed in metro stations and coaches. Also, the 'MAY I HELP YOU' desk at the station for directions and queries.		



Location	Type of Stakeholder	Date and Time	Number of participants
Jama Masjid	Masjid committee and local people	26/05/2022 14:00	Male-10
Issues	Views/opinion, concerns		
Rating	Participants have given a 5 star rating to Agra Metro and proposed project will accelerate the development of the city.		
Concern	The ancient Agra heritage monuments shouldn't be harmed by the metro project		
Positive Impact	The Metro project will improve urban public transportation connectivity and reduce travel time, and also save money, time, and provide security and a relaxed mode of transportation		
Impact on Traffic	The Agra Metro project will significantly reduce traffic congestion in the city. The residents of the city will not be stranded in traffic, and traffic will be smooth in the future.		
Impact on Environment	The environment has become much more polluted due to heavy traffic in the city. It will be improved as a result of the metro project. Metro will also improve a lot on the environment		
Concern	The Jama Masjid metro station name should not change		
Expectation from Project	There is always traffic, and inhabitants are stranded in traffic during Eid, as people perform Namaz at Jama Masjid. The Metro project would be beneficial in facilitating public movement on such occasions.		
Impact on Livelihood	The proposed project will generate employment and business opportunities.		



Location	Type of Stakeholder	Date and Time	Number of participants
Sikandra	Staff and local people	24/05/202214:50	Male-10
Issues	Views/opinion, concerns		
Positive Impact	The Metro project will improve urban public transportation connectivity and reduce travel time, because of which tourists will reach their destination on time. Additionally, they can save time & money and visit more monuments.		
Impact on Environment	The environment has become much more polluted due to heavy traffic in the city. It will be improved as a result of the metro project.		
Impact on Traffic	The Agra Metro project will significantly reduce traffic congestion in the city. The residents of the city will not be stranded in traffic, and traffic will be smooth in the future.		
Expectations from Project	The proposed project will generate employment and business opportunities.		
Concern	The ancient Agra heritage monuments shouldn't be harmed by the metro project		
Suggestion for Improvement	Metro stations should be near the monuments.		
Information Centre and Facilities Required	Women's and police helpline numbers must be prominently displayed in metro stations and coaches. Also, the 'MAY I HELP YOU' desk at the station for directions & queries. An escalator and an elevator facility must be provided at the station.		
Rating	Participants have given a 5 star rating to Agra Metro.		
Impact on Livelihood	The proposed project will generate employment and business opportunities.		



Location	Type of Stakeholder	Date and Time	Number of participants
Taj Mahal	Tourist Guide	25/05/202213:40	Male-12
Issues	Views/opinion, concerns		
Opinion	The Metro project will not have any positive or negative impact on the tourism industry.		
Necessity of Metro	According to participants, the metro project will be of no use because the city is not large. At present, there is no requirement for a metro in the city.		
Opinion	The Taj Mahal and Agra Fort metro station are so close that as long as someone goes to the station, they I will reach Agra Fort in no time.		
	The metro line between Fatehabad and Agra Fort will be of no use, as people will prefer autos and e-rickshaws over metro.		
Population	The population of the city is very less. Agra city population is very less		
Impact on Tourism Industry	<ul style="list-style-type: none"> • Tourists usually visit the city in their own vehicles or by hiring commercial vehicles. • Participants believe that there will be no influx of tourists in the city because of the metro. 		
Rating	Participants have given a 5-star rating to metro project.		



Summary of Stakeholder Interviews

Institution	Name and Designation of the Official	Date	Time
Chetna Seva Samiti, Agra city	S.P. Jaiswal, President, Anamika Mishra, Prabhari	23-05-2022	16:45
Major Discussion:			
Awareness	<ul style="list-style-type: none"> The stakeholder is very much aware about the proposed AMRP and its periodical updates. 		
Website	<ul style="list-style-type: none"> The stakeholder does not access the website of UPMRC. 		
Views (metro required)	<ul style="list-style-type: none"> The proposed metro project will cater to all categories of people or groups Easily accessible and convenient Reduced pressure on roads Reduction in accidents Environment friendly 		
Views (metro route)	<ul style="list-style-type: none"> The stakeholder was not aware about the proposed metro corridor. 		
Positive	<ul style="list-style-type: none"> Transparency in fare will be there due to uniform and fixed piece of metro fare. Saving of travel time Safety and security of women and children 		
Negative	<ul style="list-style-type: none"> Cutting of trees Increase in dust and noise pollution during construction Increase in traffic jam in the city during metro construction 		
Metro Impacts on:			
Working Class	The poor working class will be catered by the project.		
Students	Since the metro is connected to the educational institutions therefore the students will be able to access the metro facility.		
Housewives	The housewives along with their children will be able to use metro more comfortably.		
Elderly	Considering the availability of services, the elderly people will be able to access the metro train.		
Women's	Presently, the women groups are using their personal vehicle. After the introduction of the metro, they will happily use it as a safer and comfortable mode of transportation.		
Labour class	Labour class will avail benefit from the metro project in terms of employment opportunity.		
Migrants	Migration from the nearby villages of Agra can be seen after the construction of metro in the city.		
Tourist/ Tourism	The metro project will largely impact to the tourist groups. One of the major focus of the project is given to the tourism of the city while connecting to the cultural heritage and monument locations.		
Impact on tourist	The number of tourists and their mobility of travelling will increase.		



Facilities required	The metro stations can have space for cafeteria, mall, restaurants, bank, ATM, parking facility, toilet for women along with other basic facilities can developed in the metro station.
Future Expectation	Definitely, the metro train will become one of the best available transport facilities in the city and undoubtedly it will meet the future transportation requirement.
Suggestion	<ul style="list-style-type: none"> • Employment opportunity for youths shall be taken care of. • Integration of existing transportation system. • CCTV camera installation and police patrolling

Institution	Name and Designation of the Official	Date	Time
Sarojini Naidu Medical College, Agra	Dr. Prashant Gupta, M.S. (Surgery), FMAS, FICS, FCCS, Principal and Dean	23-05-2022	12:00
Major Discussion:			
Awareness	<ul style="list-style-type: none"> • The stakeholder was aware about the construction of AMRP. 		
Website	<ul style="list-style-type: none"> • The website of UPMRC is accessible in order to obtain information about development of the project. 		
Views (metro required)	<ul style="list-style-type: none"> • Considering the proposed station location of Agra Medical College, the metro project would become convenient for both doctors and patients. Travel time will be saved. 		
Views (metro route)	<ul style="list-style-type: none"> • The proposed metro should link to the Agra-Lucknow expressway • Parking facility shall be available at MG Road station 		
Positive	<ul style="list-style-type: none"> • Convenience of doctors and patients to reach to the hospital 		
Negative	<ul style="list-style-type: none"> • LA in Agra Medical College. The proposed metro project will affect the playground. Compensation for the same shall be provided. • Noise and vibration during operation of metro will become a challenge for both doctors and patients. 		
Metro Impacts on:			
Working Class	The working class going to their job locations will be largely impacted from the project in terms of better transport facility.		
Students	The students of RBS college and Agra Medical college will get direct benefit of the metro project.		
Housewives	The housewives will be able to move around the city more freely with assured safety. This process will make them independent while travelling.		
Elderly	Availability of wheel chair, first aid, kit in the station and platform whereas reserved seats inside metro shall be available.		



Women's	The design of the metro station should not have much desk spaces, side spaces shall be overlooking.
Labour class	The Labour class will get equal benefit from the project particularly during construction of the project.
Migrants	The rural migration towards the city of Agra will increase in terms of livelihood and employment opportunity.
Tourist/ Tourism	The tourist and tourism sector is likely to witness large number of visitors to the city which will enhance the local economy.
Impact on tourist	The proposed project would not be beneficial for the tourists
Facilities required	Aesthetical beautification of metro stations is required along with other standard facilities considering the available space
Future Expectation	Considering the future expansion of the metro network, it will meet the future transportation of Agra city.
Suggestion	Multi-modal integration of existing transportation system shall be taken into consideration during planning, designing and implementation.

Institution	Name and Designation of the Official	Date	Time
Ek Pehel NGO, Agra city	Manish Rai, Secretary	23-05-2022	18:30
Major Discussion:			
Awareness	<ul style="list-style-type: none"> The stakeholder is very much aware about the proposed AMRP and its periodical updates. 		
Website	<ul style="list-style-type: none"> The stakeholder accesses the updates about the metro project physically from off line sources like newspaper. 		
Views (metro required)	<ul style="list-style-type: none"> The proposed metro project will be good for the people. Considering the size and population of Agra city, getting ridership will be difficult initially. 		
Views (metro route)	<ul style="list-style-type: none"> The proposed metro corridor will be connecting Agra city in a better way of transportation. 		
Positive	<ul style="list-style-type: none"> Increase in transport mobility, decrease in pollution, traffic, accident whereas increase in property value, income and employment opportunity for the people. 		
Negative	<ul style="list-style-type: none"> Tree cutting along with increased traffic will be a matter of construction during construction. 		
Metro Impacts on:			
Working Class	Metro transportation would become economical to the working class only if they can afford it.		
Students	The ambience of the college will get changed where the metro is proposed.		
Housewives	The housewives will travel safely and more comfortably.		
Elderly	Considering the availability of services, the elderly people will be able to access the metro train with safety and security.		
Women's	Presently, the women groups are using their personal vehicle. After the introduction of the metro, they will happily use it as a safer and comfortable mode of transportation.		



Labour class	Labour class will avail benefit from the metro project in terms of employment opportunity.
Migrants	Migration from the nearby villages of Agra will increase after the construction of metro in the city in order to secure livelihood and income opportunities.
Tourist/ Tourism	The metro project will largely impact to the tourist groups. One of the major focus of the project is given to the tourism of the city while connecting to the cultural heritage and monument locations.
Others	The metro project will introduce equality of status while travelling in metro train. This will positively impact on class struggle of the society.
Impact on tourist	The proposed metro project will increase the economy of Agra city.
Facilities required	<ol style="list-style-type: none"> 1. Wheelchair facility for the differently abled 2. Mobile recharge station along with ATM 3. Free drinking water 4. Authorized service provider for taxi, auto and bike with unique dress code 5. Helpline for women and child safety 6. Metro assistance service center 7. Food joints and eateries with online payment option. 8. 'MAY I HELP YOU' desk at the station.
Future Expectation	Undoubtedly, the metro train will become one of the best available transport facilities in the city and it will meet the future transportation requirement.
Suggestion	<ul style="list-style-type: none"> • Awareness programme about how to access metro through media houses since the people in Agra are going to use it for the first time. • Verbal assistance in vernacular language to be there in the help desk • Traffic management during implementation. • Information distribution about the about the update of the project through media houses • 'MAY I HELP YOU' desk at the station. • Afforestation should be done following the measures if tree cutting is unavoidable.

Institution	Name and Designation of the Official	Date	Time
Dainik Jagran, Agra city	Arun Parshar, Senior Sub-Editor	24-05-2022	15:00
Major Discussion:			
Awareness	<ul style="list-style-type: none"> • Being a special correspondent, the stakeholder is aware about the proposed Project. In the residential areas, 		

	people are very much excited about the proposed metro rail project.
Website	<ul style="list-style-type: none"> The UPMRC website is easily accessible to enquire about the project updates. The media houses are also connected through 'whatsapp' group as well as twitter handle of UPMRC. The media officials are also get in touch with the UPMRC officials to get the project updates.
Views (metro required)	<ul style="list-style-type: none"> Considering the location of Taj Mahal which leads to Taj Trapezium Zone and in order to ensure environmental stability metro project is required in Agra. The project will limit the environmental hazard to Taj Mahal.
Views (metro route)	<ul style="list-style-type: none"> MG Road is the lifeline of Agra city which got connected to the proposed metro corridor.
Positive	<ul style="list-style-type: none"> Pollution to the Taj Mahal and to the city will decrease. Metro will also limit the traffic and pollution in the long run.
Negative	<ul style="list-style-type: none"> No such negative impact is anticipated but environmental and measures for pollution control shall be taken into consideration.
Metro Impacts on:	
Working Class	The working class going to their job locations will be largely impacted from the project in terms of better transport facility.
Students	The students in RBS college whereas the doctors and patients in S.N. Medical college, Agra will get direct benefit of the metro train.
Housewives	The housewives will be able to move around the city more freely with assured safety. This process will make them independent while travelling.
Elderly	Availability of wheel chair, first aid, kit in the station and platform whereas reserved seats inside metro shall be available.
Women's	The women groups face excessive crowd while using public transport. Therefore, metro will ensure safe transport to them.
Labour class	The Labour class will get equal benefit from the project particularly during construction of the project.
Migrants	The rural migration towards the city of Agra will increase in terms of livelihood and employment opportunity.
Tourist/ Tourism	The tourist and tourism sector is likely to witness large number of visitors to the city which will enhance the local economy.
Impact on tourist	After the integration of existing transport system with the proposed metro project, it will make easier for the tourist and local commuters to travel. Electric mode of transport will be used in the city for the first time.



Facilities required	The existing monuments with less popularity shall be promoted and presented at the metro stations with photographs along with historical significance.
Future Expectation	Considering the future expansion of the metro network, it will meet the future transportation of Agra city.
Suggestion	The construction of metro shall not get delayed under any circumstances. Construction of the priority corridor shall be completed at the earliest.

Institution	Name and Designation of the Official	Date	Time
Hindustan Times-English, Agra city	Hemendra Chaturvedi, Special Correspondent	24-05-2022	15:30
Major Discussion:			
Awareness	<ul style="list-style-type: none"> Being a special correspondent, the stakeholder is aware about the proposed Project. 		
Website	<ul style="list-style-type: none"> The UPMRC website is easily accessible to enquire about the project updates. The media houses are also connected through 'whatsapp' group as well as twitter handle of UPMRC. 		
Views (metro required)	<ul style="list-style-type: none"> The metro service in Agra city will increase the mobility of the local citizens along with various tourist groups. Considering the current transport system in Agra, metro will be seen as a better mode of transport. The city may take some time to adapt it. 		
Views (metro route)	<ul style="list-style-type: none"> The proposed corridors will be covering the major spots in the city except water works Chauraha. The underground sections will take much of the time and money to have the stations. 		
Positive	<ul style="list-style-type: none"> Increase in transport mobility, decrease in pollution, traffic, accident whereas increase in property value, income and employment opportunity for the people. 		
Negative	<ul style="list-style-type: none"> Traffic during construction, loss of income, structures etc. are likely to be negative impact of the project. 		
Metro Impacts on:			
Working Class	The working class going to their job locations will be largely impacted from the project in terms of better transport facility.		
Students	The students of RBS college and Agra Medical college will get direct benefit of the metro project.		
Housewives	The housewives will be able to move around the city more freely with assured safety. This process will make them independent while travelling.		
Elderly	Availability of wheel chair, first aid, kit in the station and platform whereas reserved seats inside metro shall be available.		




Women's	The design of the metro station should not have much desk spaces, side spaces shall be overlooking.
Labour class	The Labour class will get equal benefit from the project particularly during construction of the project.
Migrants	The rural migration towards the city of Agra will increase in terms of livelihood and employment opportunity.
Tourist/ Tourism	The tourist and tourism sector is likely to witness large number of visitors to the city which will enhance the local economy.
Impact on tourist	After the integration of existing transport system with the proposed metro project, it will make easier for the tourist and local commuters to travel.
Facilities required	The facilities like restaurant, ATM, parking zone, shopping complex, cafeteria etc. can be developed alongside the metro stations. There are many cultural monuments are present in Agra but those are overlooked or ignored because the major focus is given on Taj Mahal and Agra Fort. However, those lesser known monument details along with photos should be display at metro stations.
Future Expectation	Considering the future expansion of the metro network, it will meet the future transportation of Agra city.
Suggestion	The construction of metro shall not get delayed under any circumstances. Early construction the project is expected and this will give a better impression of the project.

Institution	Name and Designation of the Official	Date	Time
Network-18, Agra city	Qamir Qureshi, Journalist, Reporter Farhan Khan, Bureau Chief	24.05.2022	15:00
Major Discussion:			
Awareness	The stakeholder is aware about the proposed AMRP considering its length, underground and elevated section.		
Website	UPMRC maintain quite transparency in sharing the update about metro project to the media houses. There is a dedicated 'watsapp' group from where we get the information. The concerned UPMRC official always gets in touch with the media houses.		
Views (metro required)	Most importantly, to address the traffic congestion in Agra city Metro would be required at the earliest. Flyovers are there in the city to avoid the traffic but he rickshaw and auto drives does use them and this results in traffic situation. After introduction of metro in the city, the number of auto users will decrease leading to less traffic. The metro construction is running in full speed particularly in the priority corridor although people are facing traffic during construction. The		



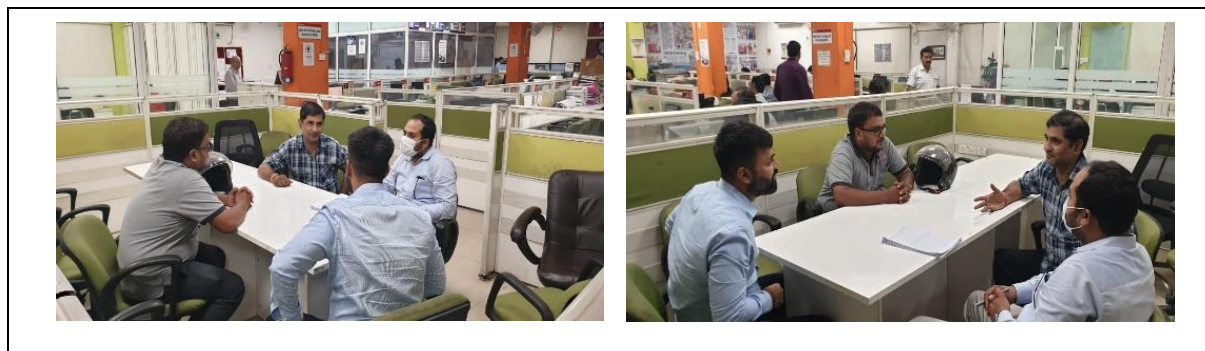
	metro has become a need of the city. The metro project is going to be beneficial to the citizens of Agra.
Views (metro route)	The proposed metro route is covering the main locations of the city.
Positive	During festival seasons, the auto and rickshaw drivers always increase the transport cost extremely which bothers the commuters. This will not happen in metro train with fixed rate.
Negative	Temporarily, traffic during construction has become challenge for the commuters considering the accessibility of alternate routes. The metro project may lead to loss of customers to the auto drivers.
Metro Impacts on:	
Working Class	Presently, from Fatehabad road to Sikandara they have to change 4 autos while travelling for 2 hours. In this case proposed corridor-I will save travel time and money for them.
Students	Metro route is proposed to be connected to RBS college and Agra Medical College. Therefore, the student communities will be benefitted from the project.
Housewives	The women groups in rural Agra may not have much idea about the usefulness of the project until they start using it. Once they start using the metro service, they will appreciate the benefit of the project.
Elderly	The elderly will find it easier to travel in metro considering the availability of wheel chair, lift, escalator, sign board along with other facilities.
Women's	The women with children will find it comfortable and safe while travelling in metro. Presently, they find it uncomfortable while using the public transport. Availability of CCTV in metro will ensure safety.
Labour class	Presently, from Fatehabad road to Sikandara they have to change 4 autos while travelling for 2 hours. In this case proposed corridor-I will save travel time and money for them. The transport cost in Agra city is very expensive. The metro facility would be affordable to the labour class particularly.
Tourist/ Tourism	The metro project will largely impact to the tourist groups after introduction of metro. The number of both domestic and international tourism will increase. After the introduction of metro, the crime rate of Agra city will decrease. The citizens will feel themselves safe while travelling.
Impact on tourist	The tourists can board the metro directly from Agra Cantonment Railway station and roam around the city. The 'Raja Ki Mandi' metro station also will impact in large number of ridership in the corridor.

Facilities required	Agra experience extreme hot and extreme cold which affects the travellers. Therefore, metro will be weather friendly for all the commuters.
Suggestion	<p>In the proposed metro project the major focus has been given on Taj Mahal, Agra Fort, Sikandara, Guru ka Taal etc. The lesser known heritage monuments are to be displaced and promoted in the stations and platforms. Other monuments like Mehtab Bagh, Chini Ka Roza, Mariam Tomb, Rambagh Park are ignored due to lack of awareness among people. These locations are to be taken into consideration while designing the route.</p>  <p>The facilities like wheel chair, first aid kit, sign board for illiterate commuters, corridor wise colour foot prints are to be available in the station and platforms.</p> <p>The local business man groups travelling to Transport Nagar metro station will travel with heavy materials (samples) and other machines with them. This may acquire more space in the station, platform and in the train. Appropriate measures shall be taken into consideration during designing, construction and operation of the entry/exit points and station as well as platform.</p>

Institution	Name and Designation of the Official	Date	Time
Hindustan Times-Hindi, Agra city	Manoj Singh Parmar, Editor Neeraj Sharma, Senior Sub-editor	24-05-2022	19:00
Major Discussion:			
Awareness	<ul style="list-style-type: none"> The stakeholder is very much aware about the proposed AMRP and its periodical updates. 		
Website	<ul style="list-style-type: none"> The media house is directly connected to UPMRC officials for proposed project right from preparation of DPR. The media house is in touch with UPMRC official's right from the inception of the project. The website of UPMRC is pretty accessible and informative to get project updates right from tendering to construction. Apart from this they are also connected with the project through 'whatsapp' group actively. 		
Views (metro required)	<ul style="list-style-type: none"> A city like Agra with cultural heritage significance and increased population always need an improved 		

	<p>transportation system like metro. This will give a different look and value to the city. They came to know about the priority corridor from the website. Agra city is situated within 18 km radius. However the metro route can be extended up to Fatehpur Sikri Fort, Vrindavan and other major locations in future considering the demand.</p>
Views (metro route)	<ul style="list-style-type: none"> The route is connected with the major locations of Agra city where the major focus has been given on cultural heritage locations, MG road, Sanjay place. The route is also connected with major institutions in the city. Therefore, metro route is well connected.
Positive	<ul style="list-style-type: none"> Increase in transport mobility, decrease in pollution, traffic, accident whereas increase in property value, income and employment opportunity for the people.
Negative	<ul style="list-style-type: none"> Initially the ridership will be less which may affect operating cost of the project. In order to cater large number of ridership, the metro route needs to be extended along with metro station property development projects. The means revenue generation from the project shall be taken into consideration.
Metro Impacts on:	
Working Class	The poor working class will be majorly benefitted from metro. They have to take multiple autos to reach to their work locations. The transport cost of the city has increased due to increase in petrol and diesel price.
Students	Since the metro is connected to the educational institutions therefore the students will be able to access the metro facility.
Housewives	The housewives along with their children will be able to use metro more comfortably.
Elderly	Considering the availability of services, the elderly people will be able to access the metro train.
Women's	Presently, the women groups are using their personal vehicle. After the introduction of the metro, they will happily use it as a safer and comfortable mode of transportation.
Labour class	Labour class will avail benefit from the metro project in terms of employment opportunity.
Migrants	Migration from the nearby villages of Agra can be seen after the construction of metro in the city.
Tourist/ Tourism	The metro project will largely impact to the tourist groups. One of the major focus of the project is given to the tourism of the city while connecting to the cultural heritage and monument locations.
Impact on tourist	The local tourists will be largely impacted from the project. Foreign tourists might not be able to use metro more

	<p>effectively as they use their own vehicle. If the metro route gets connected with Vrindavan, Agra and Mathura then it will attract larger number of tourists to Agra city.</p> <p>Considering the birth place of Lord Krishna most of the tourists from major states like Gujarat, West Bengal, Rajasthan visit Vrindavan most of the time. If the metro gets connected with Vrindavan then the number of commuters will increase in a large number.</p>
Facilities required	The metro stations can have space for cafeteria, mall, restaurants, bank, ATM, parking facility along with other basic facilities can developed in the station.
Future Expectation	Definitely, the metro train will become one of the best available transport facility in the city and undoubtedly it will meet the future transportation requirement.
Suggestion	<p>The construction of the project should be completed within given period of time proposed by UPMRC. Delay in implementing the project would become an issue.</p> <p>The traffic during construction of the project has become a challenge for the citizens but measures are taken into consideration by UPMRC.</p>



Institution	Name and Designation of the Official	Date	Time
Amar Ujala Office	Desh Deepak Tiwari, Sr. Sub-Editor, M- 7417160161	24-05-2022	19:45
Major Discussion:			
Awareness	Being a part of the media house the stakeholder is very much aware about the proposed AMRP.		
Website	The UPMRC website is easily accessible in order to get update about the project. UPMRC is working to speed up the construction of the priority corridor. The construction is under smooth process.		



Views (metro required)	The proposed metro project will be very good for the development of Agra city. There will be a transition of transpiration from traditional to modern city. The metro facility in the city will address issues of pollution, accident, and travel time along with other challenges.
Views (metro route)	The proposed metro route would be covering the major location in order to get optimum number of ridership.
Positive	Considering the existing transportation system in the city, metro will be a much better option.
Metro Impacts on:	
Working Class	The industrial working class will avail the benefit of the project depending upon the affordability.
Students	The student community will use the metro since it is proposed to be connected with school and college in the city.
Housewives	This may increase the travel mobility of house wives.
Elderly	Considering the facilities, the elderly will use metro.
Women's	Presently, the women employees at Amar Ujala use their own vehicle to come to office but after the introduction of metro in the city they will have better and safe means of travelling.
Labour class	If affordable, the labour class will be able to use the metro service.
Migrants	The migration to Agra city will increase.
Tourist/ Tourism	The metro project will largely impact to the tourist groups. One of the major focus of the project is given to the tourism of the city while connecting to the cultural heritage and monument locations.
Impact on tourist	The tourism of the city will be majorly impacted from the proposed metro project. The tourists will be able to save money and time while visiting the major heritage monuments in the city.
Facilities required	Amenities like restaurant, food joints, shopping complex, parking areas can be planned alongside the metro stations.
Future Expectation	Gradually the metro will meet the future transportation requirement of Agra city in near future.
Suggestion	Timely completion of the project without delay is expected. The project implementation should be completed within given time as proposed by UPMRC.



Institution	Name and Designation of the Official	Date	Time
Smart City Office, Agra city	Devna Agrawal, Urban Planner	25-05-2022	11:30
Major Discussion:			
Awareness	<ul style="list-style-type: none"> The stakeholder is aware about the proposed AMRP. 		
Website	<ul style="list-style-type: none"> They are aware about the website of UPMRC website where they get access the information about the update on the proposed metro rail project. 		
Views (metro required)	<ul style="list-style-type: none"> The metro service in Agra city will increase the mobility of the local citizens along with various tourist groups. Considering the current transport system in Agra, metro will be seen as a better mode of transport. The city may take some time to adapt it. 		
Views (metro route)	<ul style="list-style-type: none"> Fatehabad station is located very closely from the existing road which is creating traffic during construction. Last mile connectivity to the metro stations shall be taken into consideration. The route is connecting to the important location of the city but longer connectivity would be required. 		
Positive	<ul style="list-style-type: none"> Increase in transport mobility, decrease in pollution, traffic, accident whereas increase in property value, income and employment opportunity for the people. 		
Negative	<ul style="list-style-type: none"> Traffic during construction, loss of income, structures etc. are likely to be negative impact of the project. 		
Metro Impacts on:			
Working Class	The metro route will connect to 'Raja ki Mandi' and Agra Fort station which will cater to the working class of Agra city.		



Students	The students of RBS college and Agra Medical college will get direct benefit of the metro project.
Housewives	The housewives will be able to move around the city more freely with assured safety. This process will make them independent while travelling.
Elderly	Availability of wheel chair, first aid, kit in the station and platform whereas reserved seats inside metro shall be available.
Women's	The design of the metro station should not have much desk spaces, side spaces shall be overlooking
Labour class	Labour class will avail benefit from the metro project in terms of employment opportunity.
Migrants	The migration will increase for income and employment in the city.
Tourist/ Tourism	The metro project will largely impact to the tourist groups. One of the major focus of the project is given to the tourism of the city while connecting to the cultural heritage and monument locations.
Impact on tourist	Integration of transport system will become seamless for visitors by introducing an app or any unified platform for example "Mera Agra" app etc. Introduction of Agra Metro application would be very helpful to the tourists.
Facilities required	The infrastructure in metro station can be improved aesthetically. The stations shall be equipped with emergency services, escalators, CCTV, side space, food stalls, rest rooms and other basic facilities. Considering the cultural significance of Agra city, the design of the station can be developed which will represent the culture of the city.
Future Expectation	Considering the future population and ridership, the project has potential to meet the future transportation requirement of the Agra city.
Suggestion	Integration of existing transport system is much needed in order to achieve success in metro rail system in the city. One card for all the transport facility can be developed in future starting from metro to bus, bus to auto etc.

Institution	Name and Designation of the Official	Date	Time
District Administration, Agra city	Sh. Satish Kumar, District Social Welfare Officer	25.05.2022	11.30 am
Major Discussion:			



Awareness	<ul style="list-style-type: none"> The stakeholder is aware about the proposed AMRP. The source of the information is television, newspaper etc.
Website	<ul style="list-style-type: none"> He is aware about the website of UPMRC where they can access the information about the update on the proposed metro rail project.
Views (metro required)	<ul style="list-style-type: none"> Considering the heavy traffic and pollution in the city, Agra city requires a better transportation system i.e. Metro. The local tourism will get enhanced after the introduction of metro. Metro will save travel time and limit the number of accidents along with increase traffic pollution.
Views (metro route)	<ul style="list-style-type: none"> The metro route is connecting the major locations in the city. One station was needed to be planned near water works where most of the tourists or commuters get down. However, this can be considered in future.
Positive	<ul style="list-style-type: none"> Save time and fossil fuel Decrease in accidents and pollution will. Comfortable travelling. Affordable travel
Negative	<ul style="list-style-type: none"> The traffic and air pollution during construction of the project has become a challenge
Metro Impacts on:	
Working Class	If the travel fare is affordable to the working class then they will use it.
Students	The students will happily use it in order to reach to their school, college and coaching classes.
Housewives	The metro will increase the mobility of the housewives to travel in the city independently.
Elderly	Provided with facility available in the station, the elderly will also be able to use metro.
Women's	Presently, the women use their own vehicles whereas some of them use public transport which is difficult sometimes during rush times. Therefore both working and non-working women will use the metro.
Labour class	The travel cost shall be affordable to the Labour class in order to cater them.
Migrants	The migration from nearby villages to Agra will increase after construction of metro.
Tourist/ Tourism	The metro service in the city will largely impact on tourism.
Impact on tourist	Looking at the current transport facility in the city, it would be easier for the local and international tourists to visit then city more comfortably which will promote the tourism sector of the city.



Facilities required	Integration with existing transport facilities such as e-rickshaw, auto, tempo, bus would be needed near the metro stations.
Future Expectation	Currently it will take time for the local citizens to get equipped with the metro service. The habit of travel by metro will increase gradually. Metro will cater to the future transportation requirement.
Suggestion	Integration of existing transport system is much needed in order to achieve success in metro rail system in the city. The implementation of the project should not get delayed. The travel cost shall be taken into consideration considering the various types of users.

Institution	Name and Designation of the Official	Date	Time
ADA	Mr. Chakresh Jain (Chief Engineer)	25-05-2022	13:00
Major Discussion:			
Awareness	<ul style="list-style-type: none"> The participant is aware about the proposed AMRP. 		
Website	<ul style="list-style-type: none"> Only route information is provided on the UPMRC website, which the participant is aware of. 		
Views (metro required)	<ul style="list-style-type: none"> The proposed metro project is financially unviable and will not attract riders. The proposed project will not be able to collect minimum operational expenses. 		
Views (metro route)	<ul style="list-style-type: none"> According to stakeholder, corridor-1 is not useful for commuters; however, corridor 2 may be. 		
Impact on tourist	All of Agra's significant monuments are covered by the Metro project, but foreign tourists usually visit Agra by hiring commercial vehicles.		
Facilities required	Only basic facilities, like rest rooms, drinking water, phone charging points, parking, and emergency services, must be provided.		
Future Expectation	Integration with allied transport systems will meet the future transportation requirements.		
Suggestion	<ul style="list-style-type: none"> Transparency must be followed. All information must be available on the website. Integration with allied transport systems. Monuments must be connected with stations through subways or foot over bridges. Metro authorities must avoid unnecessary spending on beautification of stations and platforms. There is no need for an AC concourse; unnecessarily, it is increasing the cost of the project. Designated spaces for taxis, autos, buses, cars, etc. Integration of restaurants and malls into station design. Parking facilities Construction costs should be brought down. 		



	<ul style="list-style-type: none"> There is no involvement of district authorities in the construction and implementation of the project.
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Institution	Name and Designation of the Official	Date	Time
Sadar Tehsil	Mr. Rajneesh Bajpai, Tehsildar	25-05-2022	14:15
Major Discussion:			
Awareness	<ul style="list-style-type: none"> The participant is aware about the proposed AMRP. 		
Website	<ul style="list-style-type: none"> Participant is aware of the website of UPMRC, where he gets updates and information of the proposed project and the ongoing construction activities. Other than that, he is up-to-date with the progress on the site as a regular passer-by. 		
Views (metro required)	<ul style="list-style-type: none"> The proposed project is beneficial to the development of Agra City, and stakeholder believes it will enhance the city's transportation infrastructure. 		
Views (metro route)	<ul style="list-style-type: none"> The metro project's path covers most of the highly populated neighborhoods, but Shahganj and Bhodla must be added to the network because these two locations are home to most of the working and labor class. 		
Positive	<ul style="list-style-type: none"> Besides the improvement in transport mobility, it will reduce pollution, traffic, and accidents. 		
Negative	<ul style="list-style-type: none"> Traffic snarls during construction, loss of income to establishments on the routes, structures etc. are likely to have a negative impact on the project. 		
Metro Impacts	It will serve all inhabitants of Agra, and all categories will benefit from the metro project.		
Impact on tourist	All of Agra's significant monuments are covered by the Metro project. It will increase the number of tourists who visit Agra City in the future, as well as the city's economy.		
Facilities required	The basic facilities, like rest rooms, drinking water, phone charging points, and emergency services, must be provided.		
Future Expectation	Considering the future population and ridership, the project has potential to meet the future transportation requirement of Agra city.		
Suggestion	The fare of metro rail must be affordable for all groups of society. The two locations where the majority of the working and labor class travel, Shahganj and Bhodla, must be connected.		



Institution	Name and Designation of the Official	Date	Time
Archaeological Survey of India, Agra Circle	Dr. Raj Kumar Patel (Superintending Archaeologist)	25-05-2022	15:15
Major Discussion:			
Awareness	<ul style="list-style-type: none"> The participant is aware about the proposed AMRP. 		
Website	<ul style="list-style-type: none"> Participant is aware of the website of UPMRC. 		
Views (metro required)	<ul style="list-style-type: none"> The participant has recently been transferred to Agra City and has little knowledge of the city's current transportation needs. 		
Views (metro route)	<ul style="list-style-type: none"> The participant has asked for at least one week to review the DPR Report and proposed routes. 		
Impact on tourist	All of Agra's significant monuments are covered by the Metro project.		
Facilities required	The basic facilities, like rest rooms, drinking water, phone charging points, parking and emergency services, must be provided.		
Suggestion	Measures must be taken to control the Construction Dust Emission (CDE) near monuments.		

Institution	Name and Designation of the Official	Date	Time
UPSRTC, Agra	Sh. Manoj Kumar Jain, UPSRTC, Finance	25-05-2022	15:45
Major Discussion:			
Awareness	<ul style="list-style-type: none"> The stakeholder is aware about the proposed AMRP. 		
Website	<ul style="list-style-type: none"> They are aware about the website of UPMRC website where they get access the information about the update on the proposed metro rail project. 		
Views (metro required)	<ul style="list-style-type: none"> The metro service in Agra city will increase the mobility of the local citizens along with various tourist groups. Considering the current transport system in Agra, metro will be seen as a better mode of transport. The city may take some time to adapt it. 		



Views (metro route)	<ul style="list-style-type: none"> Strategically, proposed Sultanganj station is going to play an important role in catering the local passengers coming by bus to the city. Generally they get down at Bhagwan Talkies and water works from ISBT bus stop. The passengers travelling by bus can get down at Sultanganj crossing instead of water works.
Positive	<ul style="list-style-type: none"> Increase in transport mobility, decrease in pollution, traffic, accident whereas increase in property value, income and employment opportunity for the people.
Negative	<ul style="list-style-type: none"> Traffic during construction, loss of income, structures etc are likely to be negative impact of the project.
Metro Impacts on:	
Working Class	The metro route will connect to Raja ki Mandi and Agra Fort station which will cater to the working class of Agra city.
Students	The students of RBS college and Agra Medical college will get direct benefit of the metro project.
Housewives	The housewives will be able to move around the city more freely with assured safety. This process will make them independent while travelling.
Elderly	Availability of wheel chair, first aid, kit in the station and platform whereas reserved seats inside metro shall be available.
Women's	The design of the metro station should not have much desk spaces, side spaces shall be overlooking.
Labour class	Labour class will avail benefit from the metro project in terms of employment opportunity.
Migrants	Migration from the nearby villages of Agra can be seen after the construction of metro in the city.
Tourist/ Tourism	The metro project will largely impact to the tourist groups. One of the major focus of the project is given to the tourism of the city while connecting to the cultural heritage and monument locations.
Impact on tourist	Integration of transport system will become seamless for visitors by introducing an app or any unified platform for example Mera Agra app etc. Introduction of Agra Metro application would be very helpful to the tourists.
Facilities required	<p>The infrastructure in metro station can be improved aesthetically. The stations shall be equipped with emergency services, escalators, CCTV, side space, food stalls, rest rooms and other basic facilities.</p> <p>Considering the cultural significance of Agra city, the design of the station can be developed which will represent the culture of the city.</p>



Future Expectation	Considering the future population and ridership, the project has potential to meet the future transportation requirement of the Agra city.
Suggestion	Integration of existing transport system is much needed in order to achieve success in metro rail system in the city. One card for all the transport facility can be developed in future starting from metro to bus, bus to auto etc.

SCAN AND SIGNED COPY OF CONSULTATIONS

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SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION

Date: 24/5/2022	Location: Agra Cant Chhava	Time: 2:50
Type of Stakeholder Group: Auto and taxi chalak		
Type of Consultation: Public Consultation	No. of Participants: 14	

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?	<input checked="" type="checkbox"/>			
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income	Yes	I.	Loss of livelihood	NO
II.	Increase in Customers	Yes	II.	Loss of income	No
III.	Increase accessibility to facilities		III.	Structural loss	
IV.	Decrease in accidents	Yes	IV.	Loss of customers and supplies	
V.	Increase in employment	Yes	V.	Disruption of social/cultural/economic	
VI.	Decrease in migration		VI.	Religious/sites and networks	
VII.	Increase in property value		VII.	Decrease in value of properties	No
VIII.	Industrial Development and Networking		VIII.	Increase in accidents	
IX.	Improvement in transportation system		IX.	Increase in crime rates	No
X.	Increase in Education level	Yes	X.	Increase in Migration	Yes
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)

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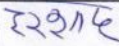
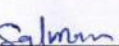

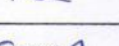
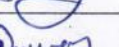
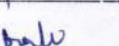

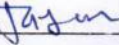
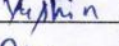
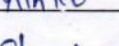
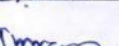
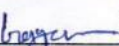
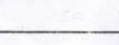

Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Necessary	Agra is spread in 10 or 15 kilometers, so it is not required,	
		It will not be successful.	
	Cultural Heritage.	With the arrival of Agra Metro, tourists will increase a lot.	
	Women related	With the arrival of the metro, the women who travel in the auto and buses face trouble, it will end.	
	Traffic related	Auto and taxi drivers should have a parking arrangement at the same metro station, so that they do not face any problem.	
	Crime.	Only after the arrival of Agra metro will know how much crime will end.	
	Livelihood	Due to Agra metro, there should not be any reduction in our livelihood.	
	Resettlement	There should not be any displacement due to this project. If resettlement is must then we should get land in good area.	
	Fare	We can pay 10 rs. extra for metro.	
	Data Centre	There should be a provision of missing guideline and helpline number inside the metro stations.	

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List of Participants

S. No	Name of Participants	Sex	Age	Occupation	Signature
1	Mohamed Irshad	M	45	Auto	
2	Salman	M	25	Taxi	
3	Bashid Ali	M	25	Auto	
4	Papv	M	40	Auto	
5	Sonu	M	28	Auto	
6	Pawan	M	24	Taxi	
7	Golu	M	25	Auto	
8	Anna	M	30	Taxi	
9	Tajuddin	M	32	Taxi	 9578125393
10	Vashin	M	43	Auto	 9557543357
11	Rihku	M	28		 7417857993
12	Chandra Mohan Sharma	M	42	Auto	 9412873431
13	Imran	M	30	Auto	 6398272507
14	Gagan Dixakar	M	41	Auto	

Rakesh
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**SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
 PUBLIC CONSULTATION**

Date: <i>26/5/2022</i>	Location: <i>Sultanganj (City)</i>	Time: <i>12:00 PM</i>
Type of Stakeholder Group: <i>Blacksmith (Slum dwellers)</i>	Type of Consultation: <i>Public Consultation</i>	No. of Participants: <i>15</i>

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income	<i>Yes</i>	I.	Loss of livelihood	<i>No</i>
II.	Increase in Customers	<i>Yes</i>	II.	Loss of income	<i>No</i>
III.	Increase accessibility to facilities		III.	Structural loss	
IV.	Decrease in accidents	<i>Yes</i>	IV.	Loss of customers and supplies	
V.	Increase in employment		V.	Disruption of social/cultural/economic	
VI.	Decrease in migration	<i>Yes</i>	VI.	Religious/sites and networks	
VII.	Increase in property value		VII.	Decrease in value of properties	
VIII.	Industrial Development and Networking		VIII.	Increase in accidents	<i>No</i>
IX.	Improvement in transportation system		IX.	Increase in crime rates	<i>No</i>
X.	Increase in Education level	<i>Yes</i>	X.	Increase in Migration	<i>Yes</i>
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)

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Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Resettlement	First we need a house, then we will leave our place.	
	Women	The women here are very hardworking, they should get some employment	
	Improvement	Metro will come in Agra, it is a good thing that development of Agra will also happen.	
	fare	Metro fare should be less for the poor people only then we will be able to travel.	
	Improvement	There should be a free hospital for the poor people from the metro and the government and good facilities should be given to our children.	
	Traffic	After the arrival of metro, the traffic of Agra will be very less.	
	Environment	If trees and plants are cut by metro, then trees and plants should be planted somewhere so that our environment is safe.	
	Employment.	Arrangement should be made to provide employment to the family of poor people during the metro period so that we can take good care of our family.	
	Dada Centre	There should be a helpline number and arrangement of police personal for the poor people inside the metro station.	

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List of Participants

S. No	Name of Participants	Sex	Age	Occupation	Signature
1	Rekha	F	25	blacksmiths	Rekha
2	Sano	F	30	"	
3	meena	F	35	"	
4	Mamun	M	45	"	
5	Safana	F	30	"	
6	Suman	F	25	"	
7	Vikram	M	22	"	
8	Kisandevi	F	45	"	
9	Kiranti Kiranti	F	40	"	
10	Sunida	F	32	"	
11	Kallu	M	38	"	
12	Sarjana	F	33	"	
13	Suman	F	28	"	
14	Lalo	F	39	"	
15	Kamlawadi	F	45	"	

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**SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION**

Date: 25/8/2022	Location: Agra red fort	Time: 13:40
Type of Stakeholder Group: Tourism		
Type of Consultation: public consultation	No. of Participants: 10	

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?				
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income	Yes	I.	Loss of livelihood	No
II.	Increase in Customers	Yes	II.	Loss of income	No
III.	Increase accessibility to facilities		III.	Structural loss	Yes
IV.	Decrease in accidents	Yes	IV.	Loss of customers and supplies	
V.	Increase in employment		V.	Disruption of social/cultural/economic	
VI.	Decrease in migration	No	VI.	Religious/sites and networks	
VII.	Increase in property value	Yes	VII.	Decrease in value of properties	No
VIII.	Industrial Development and Networking		VIII.	Increase in accidents	No
IX.	Improvement in transportation system	Yes	IX.	Increase in crime rates	No
X.	Increase in Education level	Yes	X.	Increase in Migration	Yes
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)

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Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Livelihood	As there is no employment in Agra, then what is the use	
		use of metro. there is no change here due to metro.	
	Women Security	there should be women security personnel inside the metro station so that women can get their security.	
	Time saving	With the arrival of metro, one can reach home and college on time, it takes time to travel by bus.	
	Employment	The project of the metro should be such that the metro station is also near and the distance is so that the employment of the auto drivers is saved.	
	Tourist	The smoke coming out of the traffic system inside Agra every day pollutes the environment, which will be reduced to a great extent by the arrival of the metro.	
	Migrant	With the arrival of the metro, migrant people from outside will come and live, they will start their business.	

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List of Participants

S. No	Name of Participants	Sex	Age	Occupation	Signature
1	Amar sankar	M	26	Tourist Guard	AMAR 989706036
2	Narendra Kumar	M	30	Tourism	[Signature]
3	Jaguar Singh	M	29	Tourism	[Signature]
4	Prakash	M	18	Tourism	[Signature]
5	Pradum	M	16	Tourism	Pradum
6	Sandeep	M	25	Tourist Guard	Sandeep
7	Mohan	M	30	T. Guard	M. K
8	Rahul Kant	M	35	T. Guard	R. K
9	Prareen Singh	M	45	Tourist	P. T
10	Dinesh Chand	M	40	Tourist Guard	D. C

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**SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION**

Date: 28/9/2022	Location: Agra Tajmahal	Time: 2:30
Type of Stakeholder Group: Tourism Tajmahal		
Type of Consultation: public consultation	No. of Participants: 11	

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?				
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income	Yes	I.	Loss of livelihood	No
II.	Increase in Customers	Yes	II.	Loss of income	No
III.	Increase accessibility to facilities		III.	Structural loss	Yes
IV.	Decrease in accidents	Yes	IV.	Loss of customers and supplies	No
V.	Increase in employment		V.	Disruption of social/cultural/economic	
VI.	Decrease in migration	Yes	VI.	Religious/sites and networks	
VII.	Increase in property value	Yes	VII.	Decrease in value of properties	No
VIII.	Industrial Development and Networking		VIII.	Increase in accidents	No
IX.	Improvement in transportation system		IX.	Increase in crime rates	No
X.	Increase in Education level	Yes	X.	Increase in Migration	Yes
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)

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Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Culture heritage	The arrival of metro in Agra will not affect tourism because Agra is not a very big city and only both of them have train tourism tomorrow.	
	Low Connectivity	There is not much connectivity in Agra and there is no Airport. if the Agra metro comes, by the time passenger go to metro station, he can reach taj mahal by auto.	
	Migrant	Here the migrant people live less the density can't increase her.	
	Environment.	With the arrival of metro, the environment will improve to a great extent, if trees and plants are cut due to metro construction, new trees should be planted in some other places so that there is no effect on the environment.	
	Women Security	Security should be well maintained in metro for the tourist women coming from outside in Agra.	
	Traffic.	With the arrival of the metro, the traffic in Agra will improve a lot, which will not cause any problems for the visiting tourist and will be able to reach their place in less time	



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List of Participants

S. No	Name of Participants	Sex	Age	Occupation	Signature
1	वर्तमान	M	33	Tourism guide	9786301413
2	ANIL	M	39	T.G	ANIL 9055774324
3	Saam	M	48	T.G	9719813611
4	ISTYAK	M	40	T.G	8899924325
5	Naseem	M	42	T.G	7310635656
6	Shubhanshu	M	27	T.G	
7	Deep	M	42	T.G	
8	Deep	M	42	T.G	
9	Govind Sharma	M	26	T.G	
10	Rohit Kumar	M	21	T.G	
11	Saheb	M	28	Tourism Guide	

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**SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION**

Date: 24/5/2022	Location: Rumbagh	Time:
Type of Stakeholder Group: Shepherder (Commercial)		
Type of Consultation: Consultation	No. of Participants: 16	

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income	Yes	I.	Loss of livelihood	No
II.	Increase in Customers	Yes	II.	Loss of income	No
III.	Increase accessibility to facilities		III.	Structural loss	
IV.	Decrease in accidents	Yes	IV.	Loss of customers and supplies	
V.	Increase in employment		V.	Disruption of social/cultural/economic	
VI.	Decrease in migration	No	VI.	Religious/sites and networks	
VII.	Increase in property value	Yes	VII.	Decrease in value of properties	No
VIII.	Industrial Development and Networking		VIII.	Increase in accidents	No
IX.	Improvement in transportation system		IX.	Increase in crime rates	No
X.	Increase in Education level		X.	Increase in Migration	Yes
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)

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Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Land	Government Land is lying for many years. It is not being used for long.	
	Land	If our land goes, we will get land in return or compensation will be given.	
	Development	It is a good thing there will be development from metro.	
	Traffic.	Ground level traffic will reduce due to metro.	
	Responsibility	How to run metro is the responsibility of the government.	
	Survive	This is a commercial area, the metro should be taken out while saving it, many families survive from here.	
	Land.	Over land issued by the government 50% and what will we do on 50% land?	
	Safety	There is not too much safety on public transport, there will be more safety in the metro.	



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fare	Even if the metro fare is more, then we will use the metro.
Suggestion	There should be a metro station at the water works, there should be more.
Time Take.	How much time will I take for this so that we can make our arrangements in advance.



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List of Participants

S. No	Name of Participants	Sex	Age	Occupation	Signature
	विजय कुमार		42		[Signature]
	रमेश कुमार		52		[Signature]
	आशीष शर्मा		34		[Signature]
	Shashank Agarwal		31		[Signature]
	विजय कुमार		26		[Signature]
	रमेश कुमार		28		[Signature]
	Akash Agarwal		23		[Signature]
	HTG of		57		[Signature]
	रमेश कुमार		52		[Signature]
	S Agarwal		24		[Signature]
	Raj Deepak		53		[Signature]
	Pramod Ag.		62		[Signature]
	Vinida Agarwal		55		[Signature]
	अनूप शर्मा		50		[Signature]
	Sakil		30		[Signature]
	Prashant		68		[Signature]

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SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION

Date: 24/5/2022	Location: Kalandiyahar	Time: 12:30
Type of Stakeholder Group: Commercial/Industrial		
Type of Consultation: Public Consultation	No. of Participants: 11	

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income	Yes	I.	Loss of livelihood	No
II.	Increase in Customers	Yes	II.	Loss of income	No
III.	Increase accessibility to facilities		III.	Structural loss	
IV.	Decrease in accidents	Yes	IV.	Loss of customers and supplies	
V.	Increase in employment		V.	Disruption of social/cultural/economic	
VI.	Decrease in migration		VI.	Religious/sites and networks	
VII.	Increase in property value	Yes	VII.	Decrease in value of properties	
VIII.	Industrial Development and Networking		VIII.	Increase in accidents	Yes
IX.	Improvement in transportation system		IX.	Increase in crime rates	No
X.	Increase in Education level	Yes	X.	Increase in Migration	Yes
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)

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Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Traffic	Traffic will improve.	
	Increase in Crime	There is snatching with women when going in bus and auto, it will be reduce by the arrival of metro.	
	Improvement	This is an industrial area, there comes many big vehicle full of goods, the metro has to take care that it should not hinder their way, if there is any height barrier then we - will be at a loss.	
	Environment	If the trees and sapling are cut at the start of metro work, then metro should plant them elsewhere, it keeps the environment fine.	
	Fare	If good facilities are available in metro then people will be willing to pay RS.10 more.	
	Property Value	With the arrival of the metro, the property value here will increase considerably more.	
	Project Expectations	Metro stations should be near to our locality.	
	Resettlement	If we get land then it should be near by, if it is far away then cash compensation is also required.	
	Women	there should be maximum facilities for women coming to the metro so that they - do not face any problem.	



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List of Participants

S. No	Name of Participants	Sex	Age	Occupation	Signature	MoB. No
①	Shubhank Idgawal	M	30	Business	<i>[Signature]</i>	88990441
②	रविशंकर शर्मा	M	60		<i>[Signature]</i>	9759416
③	जि.के. शर्मा	M	50		<i>[Signature]</i>	931992
④	Jogendra Kumar	m	30		<i>[Signature]</i>	8006626363
5	Vishnu	m	40		<i>[Signature]</i>	
6	Crjender	m	42		<i>[Signature]</i>	
7	Manjeet Singh	M	38		<i>[Signature]</i>	
8	शिव शर्मा		65		<i>[Signature]</i>	
9	OMPRAKASH Banar	m	65		<i>[Signature]</i>	9319107527
10	Yogendra	m	51		<i>[Signature]</i>	8938054000
11	Sachin Kumar	M	35		<i>[Signature]</i>	

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**SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION**

Date:	Location: <u>Ballia Road</u>	Time: <u>6:20</u>
Type of Stakeholder Group:	<u>Commercial</u>	
Type of Consultation:	<u>Public Consultation</u>	No. of Participants: <u>11</u>

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?				
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income	<u>Yes</u>	I.	Loss of livelihood	<u>No</u>
II.	Increase in Customers	<u>Yes</u>	II.	Loss of income	<u>No</u>
III.	Increase accessibility to facilities		III.	Structural loss	
IV.	Decrease in accidents	<u>Yes</u>	IV.	Loss of customers and supplies	<u>No</u>
V.	Increase in employment		V.	Disruption of social/cultural/economic	
VI.	Decrease in migration	<u>Yes</u>	VI.	Religious/sites and networks	
VII.	Increase in property value	<u>Yes</u>	VII.	Decrease in value of properties	<u>No</u>
VIII.	Industrial Development and Networking		VIII.	Increase in accidents	
IX.	Improvement in transportation system		IX.	Increase in crime rates	<u>No</u>
X.	Increase in Education level	<u>Yes</u>	X.	Increase in Migration	<u>Yes</u>
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)

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Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Traffic.	With the arrival of metro in Agra, the Traffic will be reduce to a great extent, due to which there will be a lot of relief.	
		In pollution, there will be a lot of Improvement in traffic in the coming time.	
	Women	There should be a separate coach in the metro for women, there should be a provision for a female security guard.	
	Environment	The environment has become very polluted. due to high traffic in Agra, Due to metro it will be improved.	
	Improvement	I should have parking facility inside in the station	
	Culture heritage.	With the arrival of metro, tourists coming to Agra will visit Culture heritage in less time and this will give a big boost to tourism and tourists will also consider staying at night.	
	Civilihood	If metro come, there will be a decrease in employment	
	Data centre	The helpline number inside the metro station should be like missing boarder Guide lines, Electronic Complaint etc, so that the incoming passengers can get these facilities.	



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List of Participants

S. No	Name of Participants	Sex	Age	Occupation	Signature
1	Sudesh Sharma	M	46	Shopkeeper	Sudesh
2	Pankaj Yadav	M	31	shop keeper	Pankaj
3	Rajesh Kumar	M	30	"	Rajesh
4	Ravishankar	M	26	"	Ravishankar
5	Govind	M	21	"	Govind
6	Sachin Yadav	M	28	"	Sachin
7	Jatin	M	33	"	Jatin
8	Imran	M	30	"	Imran
9	Jaisvinder	M	29	"	Jaisvinder
10	Dinesh Kumar	M	34	"	Dinesh
11	Harjeet Singh	M	37	"	Harjeet

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**SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION**

Date: 23/05/2022	Location: Agra Medicus	Time: 3:40 pm
Type of Stakeholder Group: Institutional	No. of Participants:	
Type of Consultation: Educational		

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?				
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income		I.	Loss of livelihood	
II.	Increase in Customers		II.	Loss of income	
III.	Increase accessibility to facilities		III.	Structural loss	
IV.	Decrease in accidents		IV.	Loss of customers and supplies	
V.	Increase in employment		V.	Disruption of social/cultural/economic	
VI.	Decrease in migration		VI.	Religious/sites and networks	
VII.	Increase in property value		VII.	Decrease in value of properties	
VIII.	Industrial Development and Networking		VIII.	Increase in accidents	
IX.	Improvement in transportation system		IX.	Increase in crime rates	
X.	Increase in Education level		X.	Increase in Migration	
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
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10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)

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Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Necessary	The arrival of metro in agra is very necessary	
	Environment	Due to metro trees and plants will be cut as it is very harmful for environment	
	Traffic	People will not get stuck in traffic jam and traffic be smooth.	
	women	There should be more facilities for ladies so that they can feel safe in metro	
		Ladies coach in metro should be separate.	
		Metro should provide the free pass for student.	
	Education	Students from outside will come here to study after coming to the metro in Agra.	
		Metro station should not be in medical college ground.	
		Metro Card should also be valid in Agra city Bus.	
	facilities	The connectivity should be good to come till the entry exit of the metro.	
		Transport facility should be provided for commuting from metro station to school and college.	

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List of Participants

S. No	Name of Participants	Sex	Age	Occupation	Signature
1	Rohit Kushwah	M	22	Student	Rohit
2	Anchara Kushwaha	F	20	Student	Anchara
3	Temzin Palzom	F	21	Student	Temzin
4	Saanya Gupta	F	22	Student	Saanya
5	Poly Sundram	F	22	Student	Poly
6	Yaswanti Tomar	F	21	Student	Yaswanti
7	Nishi Srivastava	F	23	Student	Nishi
8	Riya Yadav	F	22	Student	Riya
9	Devesh Yadav	M	22	Student	Devesh
10	Abhishek Shrivastava	M	24	Student	Abhishek
11	Deepa Singh	F	21	Student	Deepa
12	Anshika Chawla	F	23	Student	Anshika
13	Neha Mina	F	19	Student	Neha
14	Neha Kaur	F	22	Student	Neha Kaur
15	Roopanshi' Sani	F	22	Student	Roopanshi
16	Akanksha Agarwal	F	22	Student	Akanksha
17	Prayushree Singh Tomar	F	22	Student	Prayushree
18	Hemant Kumar	M	23	Student	Hemant
19	Sahil Gupta	M	23	Student	Sahil
20	Kulsum Bano	F	22	Student	Kulsum

1) Sahai's Muller	M	28	Student	Student
2) Ashish Ramswak	M	31	medical	std. of sex
3) Abhishek menawat		07	medical	<u>Abhis</u>
4) Mohit Dablam		063	medical	<u>Mohit</u>
5) Ravi Shankar		05	medical	Ravi C
6) ABHISHIK KUMAR		06	medical	<u>Abhis</u>
7) Mansi Talib		05	medical	Mansi Talib
8) Jami Sahy	M	22	Medical	Jami Sahy
9) SHREY GOYAL	M	20	Medical	<u>Shrey</u>

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**SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION**

Date: 24/5/2022	Location: Agra Taj Mahal	Time: 4:30
Type of Stakeholder Group: Auto and taxi Driver		
Type of Consultation: Public Consultation	No. of Participants: 13	

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income	Yes	I.	Loss of livelihood	No
II.	Increase in Customers	Yes	II.	Loss of income	No
III.	Increase accessibility to facilities		III.	Structural loss	
IV.	Decrease in accidents	Yes	IV.	Loss of customers and supplies	
V.	Increase in employment		V.	Disruption of social/cultural/economic	
VI.	Decrease in migration	No	VI.	Religious/sites and networks	
VII.	Increase in property value		VII.	Decrease in value of properties	
VIII.	Industrial Development and Networking		VIII.	Increase in accidents	
IX.	Improvement in transportation system		IX.	Increase in crime rates	No
X.	Increase in Education level	Yes	X.	Increase in Migration	Yes
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)

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Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Improvement	Agra is not a big city the metro will run only for 6 months, after that it will fail.	
	Tourist	Tourists will increase.	
	Employment Decrease	The arrival of metro in Agra will have a huge impact on livelihood, the employment of rickshaw auto people will decrease.	
	Traffic	With the arrival of the metro, the traffic will be reduced significantly.	
	Education	The level of education will increase.	
	Improvement	Have never travelled on the metro, only after it comes, we can you tell what should be improved?	
	Property	Property value will increase, rate will double.	
	Traffic	Accidents will be reduced.	
	Resettlement	Due to the arrival of metro in Agra, if any shop of any person goes to metro then he should be given double shifted somewhere else by metro or he should be given double compensation.	

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List of Participants

S. No	Name of Participants	Sex	Age	Occupation	Signature
1	Sachin Singh	M	35	Auto	(S.S)
2	Rohan Kumar	M	40	taxi	R.K
3	Pranesh yash	M	35	Auto	(P.Y)
4	Gaurav Dhule	M	30	Auto	(G.D)
5	Padikal	M	32	taxi	Padikal
6	Saurav	M	35	taxi	Saurav
7	Raj nath	M	45	taxi	(R.N)
8	Vijay Kumar	M	37	Auto	(V.K)
9	Mato r	M	28	Auto	(M)
10	Natty Singh	M	45	taxi	(N.S)
11	Ajit Kumar	M	40	taxi	(A.K)
12	Ratan Singh	M	50	Auto	(R.S)
13	Rohan	M	47	Auto	Rohan

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SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION

Date: 24/5/2022	Location: Agra Fort	Time: 3:30
Type of Stakeholder Group: Auto Rick		
Type of Consultation: Public Consultation	No. of Participants: 11	

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income	Yes	I.	Loss of livelihood	No
II.	Increase in Customers	Yes	II.	Loss of income	No
III.	Increase accessibility to facilities		III.	Structural loss	
IV.	Decrease in accidents	Yes	IV.	Loss of customers and supplies	
V.	Increase in employment	Yes	V.	Disruption of social/cultural/economic	
VI.	Decrease in migration	No	VI.	Religious/sites and networks	
VII.	Increase in property value	Yes	VII.	Decrease in value of properties	No
VIII.	Industrial Development and Networking		VIII.	Increase in accidents	No
IX.	Improvement in transportation system		IX.	Increase in crime rates	No
X.	Increase in Education level	Yes	X.	Increase in Migration	Yes
XI.	Others Specify		XI.	Others Specify	Yes

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)

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Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Necessary	The arrival of metro in Agra is very necessary.	
	Environment	Due to metro, trees and plants will be cut as it is very harmful for environment.	
	Women	There should be more facilities for ladies, so that they can feel safe in metro.	
	Project Expectation	There should be parking facilities for auto and taxi in metro station.	
	Crime.	We feel that crime rate is decreased due to metro.	
	Cultural heritage	is not that Cultural heritage tourism will increase.	
	Extra fare	People will not pay extra fare.	
	Facilities	Like Delhi, there should be more toilets in metro station.	
	Data Centre	There should be a helpline number, missing guidance.	



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List of Participants

S. No	Name of Participants	Sex	Age	Occupation	Signature	
1	Ajay Yadav		30	Auto	<i>Ajay</i>	9841953682
2	Ajeem Khan		42	Auto	<i>Ajeem</i>	
3	Irfan		37	Auto	<i>Irfan</i>	8979124424
4	Lakhan Singh		30	Taxi	<i>Lakhan Singh</i>	9634178832
5	Rudesh		29	Taxi	<i>Rudesh</i>	7533849941
6	Saif		25	Auto	<i>Saif</i>	9897551305
7	Naxem		42	Auto	<i>Naxem</i>	
8	Rashid Khan		32	Auto	<i>Rashid</i>	
9	Ravi		30	TAXI	<i>Ravi</i>	
10	Brem Sharma		26	Auto	<i>Brem</i>	
11	Irsad Khan		23	Auto	<i>Irsad</i>	

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SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION- Cultural and Heritage Monuments

Date: 25/05/2022	Location: Sikandara	Time: 3:00 pm
Type of Stakeholder Group:		
Type of Consultation: Sikandara fort staff	No. of Participants: 10	

Sr. No	Perception about the Project	Remarks
1.	On a scale of 1 to 5 where 1 is bad and 5 is good, what do you think that project will affect the cultural properties of the city?	5
2.	How you are associated with the cultural and heritage properties?	Its give us livelhood
3.	Do you know how many cultural or heritage monuments are presents in Agra City? Can you name few,	(1) Mahal / Sikandara / Agra fort.
4.	Frequency of visiting cultural or heritage monuments?	Daily
5.	What is your opinion about the project impacting cultural or heritage monuments?	Its increase tourist / livelhood
6.	What positive/negative impacts do you perceive?	
7.	What is your opinion about how UPMRCL will improve your association with cultural or heritage monuments?	We dont know right now after operation it will be good to give opinion.

Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Increase	With the arrival of metro, tourism will increase, tourists can easily visit from five to six monuments in a single day, which will save their time and money.	
	Environment	With the arrival of metro, there will be a lot of difference in the environment, pollution will be reduced.	
	Traffic	The traffic in Agra is very high and people face difficulties in travelling. After metro jam will be reduced and tourist can travel more.	



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	work.	Our work will be increased.	
	Cultural	Metro project should only cause any damage to historic building.	
	Improve	Metro station should be near the monuments.	
	facilities.	Tourists should get good facilities in the metro like there should be halt desks, there should be accelerators.	
	Rating.	We get 5 rating for metro project.	
	Livelihood	Its give us livelihood.	



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List of Participants

S. No	Name of Participants	Sex	Age	Occupation	Signature
1	Bharat Singh	M	27	Govt job	[Signature]
2	Arvind Kumar	M	30	Govt job	[Signature]
3	Ravi Kumar	M	34	Student	[Signature]
4	Puspanendra	M	45	Security guard	[Signature]
5	Padam Singh	M	59	Sweeper	[Signature] 941065302
6	Dalmeet Singh	M	40	Govt job	[Signature] 92594382
7	Manoj Kumar	M	35	parking manager	[Signature]
8	Suresh	M	38	Supervisor	[Signature]
9	Raviendra	M	31	IT & Network	[Signature]
10	Rajveer	M	28	Govt job	[Signature]

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SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION- Cultural and Heritage Monuments

Date: 26/05/2022	Location: Jama Masjid	Time: 2:00 PM
Type of Stakeholder Group:		
Type of Consultation:	Masjid Committee	No. of Participants: 10

Sr. No	Perception about the Project	Remarks
1.	On a scale of 1 to 5 where 1 is bad and 5 is good, what do you think that project will affect the cultural properties of the city?	5
2.	How you are associated with the cultural and heritage properties?	H Jay Mahal / Jama Masjid
3.	Do you know how many cultural or heritage monuments are presents in Agra City? Can you name few,	Agra fort
4.	Frequency of visiting cultural or heritage monuments?	monthly
5.	What is your opinion about the project impacting cultural or heritage monuments?	
6.	What positive/negative impacts do you perceive?	
7.	What is your opinion about how UPMRCL will improve your association with cultural or heritage monuments?	

Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Routing	5 rating metro project will also develop the Agra quickly.	
		With the start of the metro project, there should be no damage to the historical buildings.	
		Public and tourist will get a lot of convenience from the metro.	
		Metro will bring relief from traffic congestion.	
		Metro will also improve a lot on the environment.	



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SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION- Cultural and Heritage Monuments

Date: 25/05/2022	Location: Agra Fort	Time: 3:40 pm
Type of Stakeholder Group:		
Type of Consultation:	Tourist Guide	No. of Participants:

Sr. No	Perception about the Project	Remarks
1.	On a scale of 1 to 5 where 1 is bad and 5 is good, what do you think that project will affect the cultural properties of the city?	5
2.	How you are associated with the cultural and heritage properties?	We are doing our job its gives us food and much
3.	Do you know how many cultural or heritage monuments are presents in Agra City? Can you name few,	Monuments Mariam tomb
4.	Frequency of visiting cultural or heritage monuments?	Daily
5.	What is your opinion about the project impacting cultural or heritage monuments?	Its not impacting
6.	What positive/negative impacts do you perceive?	Its gives comfort
7.	What is your opinion about how UPMRCL will improve your association with cultural or heritage monuments?	they do good things we are happy to see metro in Agra City.

Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Traffic	Metro will improve traffic a lot.	
		With the arrival of metro tourism will increase, tourist can easily roam from five to six movements in a single day, which will save their time and money.	
		We give 5 rating to Agra Metro.	
		We are associated with agra fort since last 20 years. There should not be any harm to agra fort.	
		Agra will develop only with the arrival metro.	

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SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION- Cultural and Heritage Monuments

Date: 25/5/2022	Location: Taj Mahal.	Time:
Type of Stakeholder Group:		No. of Participants: 11
Type of Consultation:	Tourist Guide	

Sr. No	Perception about the Project	Remarks
1.	On a scale of 1 to 5 where 1 is bad and 5 is good, what do you think that project will affect the cultural properties of the city?	3
2.	How you are associated with the cultural and heritage properties?	Culture of Amratar
3.	Do you know how many cultural or heritage monuments are presents in Agra City? Can you name few,	Taj Mahal marlam temp mehtab Bagh
4.	Frequency of visiting cultural or heritage monuments?	Daily
5.	What is your opinion about the project impacting cultural or heritage monuments?	Its increase tourists
6.	What positive/negative impacts do you perceive?	Just Good for Agra City
7.	What is your opinion about how UPMRCL will improve your association with cultural or heritage monuments?	Its depend on gesture How they will improve our association.

Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Affected	Metro will not affect tourism.	
	Not Needed	Metro is not needed in Agra as it is not such a big city.	
	Station	Metro station is so close, as long as I go to the station, I will reach Agra fast so long.	
	No use	There is no use of metro from ftehabad to fort.	
	Population	Agra city population is very less.	

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SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION- Cultural and Heritage Monuments

East Gate

Date: 25/05/2022	Location: Taj Mahal	Time: 5:15pm
Type of Stakeholder Group:		
Type of Consultation:	Tourist Guide	No. of Participants: 10

Sr. No	Perception about the Project	Remarks
1.	On a scale of 1 to 5 where 1 is bad and 5 is good, what do you think that project will affect the cultural properties of the city?	5
2.	How you are associated with the cultural and heritage properties?	Its gives us livelihood &
3.	Do you know how many cultural or heritage monuments are presents in Agra City? Can you name few,	& Ginn Ka Rosa / Taj Mahal. Agra fort.
4.	Frequency of visiting cultural or heritage monuments?	Daily
5.	What is your opinion about the project impacting cultural or heritage monuments?	Its good for Agra city
6.	What positive/negative impacts do you perceive?	Its increase tourism
7.	What is your opinion about how UPMRCL will improve your association with cultural or heritage monuments?	They will provide good facilities to people of Agra fort and for us.

Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Traffic	metro will improve traffic a lot.	
	Associated	We are associated with this, we have been running our employment from this for 25-30 years.	
	Rating	we are giving 5 star to Agra Metro.	
	Affected	The arrival of metro will affect the employment of auto and taxi drivers.	
	Improve	Agra will develop only with the arrived of metro.	



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Facilities	Metro should provide good facilities to tourists.	
Increase	With the arrival of metro, tourism will increase, tourists can easily go from five to six movements in a single day, which will save their time and money.	
Cultural	Metro should not cause any damage to historic building.	
Suggestion	Metro station should be near the monuments.	
Data Centre.	Metro station should have helpline numbers and public guidance desks.	

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**SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION**

Date: 26/5/22	Location: Shyam Place	Time: 5:30 Pm
Type of Stakeholder Group: Women Residential		
Type of Consultation:	No. of Participants: 11	

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income	Yes	I.	Loss of livelihood	No
II.	Increase in Customers	Yes	II.	Loss of income	No
III.	Increase accessibility to facilities		III.	Structural loss	
IV.	Decrease in accidents	Yes	IV.	Loss of customers and supplies	
V.	Increase in employment	Yes	V.	Disruption of social/cultural/economic	
VI.	Decrease in migration	No	VI.	Religious/sites and networks	
VII.	Increase in property value	Yes	VII.	Decrease in value of properties	No
VIII.	Industrial Development and Networking	Yes	VIII.	Increase in accidents	No
IX.	Improvement in transportation system		IX.	Increase in crime rates	No
X.	Increase in Education level	Yes	X.	Increase in Migration	Yes
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)

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Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Neccessary.	It is very neccessary to have metro in Agra.	
	Women	In Agra, women have to face lot of problems while traveling on public-transport, such as tampering or busking, these thing should be taken care of in metro.	
	JOB	Metro stations should be give jobs the women in metro.	
	Project	Metro stations should be near by culture heritage.	
	Safety	there should be a good arrangment for the safty of women	
		In the metro, there should be helpline numbers, there should be toilets at the station.	
	Connectivity	Metro should be given good connectivity with schools and colleges so that we can reach easily.	

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List of Participants

S. No	Name of Participants	Sex	Age	Occupation	Signature
1	Sapna	f	22		
2	Kavishma	f	21		
3	Purnima	f	24		
4	Priyanka	f	20		
5	Menu	f	19		
6	Neha	f	23		
7	Tanvi	f	22		
8	Renu	f	21		
9	Monika	f	24		
10	Suman	f	23		
11	Khuski	f	21		

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SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION

Date: 26/5/2022	Location: Purganimandi	Time: 18:15
Type of Stakeholder Group: Residential women Residential		
Type of Consultation:		No. of Participants: 11

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?				
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income	Yes	I.	Loss of livelihood	NO
II.	Increase in Customers		II.	Loss of income	NO
III.	Increase accessibility to facilities	Yes	III.	Structural loss	
IV.	Decrease in accidents	Yes	IV.	Loss of customers and supplies	NO
V.	Increase in employment		V.	Disruption of social/cultural/economic	
VI.	Decrease in migration	Yes	VI.	Religious/sites and networks	
VII.	Increase in property value		VII.	Decrease in value of properties	NO
VIII.	Industrial Development and Networking		VIII.	Increase in accidents	NO
IX.	Improvement in transportation system		IX.	Increase in crime rates	NO
X.	Increase in Education level	Yes	X.	Increase in Migration	NO
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)



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Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Necessary	There should be a metro in Agra, then will be A lot of development in Agra due to metro.	
	Women	Maximum security should be provided to women by metro.	
	livelihood.	Metro should provide employment to women so that women can live their life easy.	
	Crime Rate	Every day there is teasing with women with the arrival of	
		the metro, all this will end and we will be able to come anywhere easily.	
	Environment	Pollution is increasing very fast in Agra, which will be reduced by the arrival of metro.	
	Increase Education.	Girls can easily go to their schools and colleges by metro and	
		the level of education will increase significantly.	

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List of Participants

S. No	Name of Participants	Sex	Age	Occupation	Signature
1	Kusum Kumari	Female	41		
2	Radhika Devi	Female	37		
3	Sanjana Kumari	Female	30		
4	Sandesh Devi	Female	28		
5	Sonia	Female	26		
6	Kavita	Female	33		
7	Monika	Female	31		
8	Ratneswari	Female	37		
9	Priyanka	Female	34		
10	Sheetal	Female	24		
11	Komal Devi	Female	31		
13	Arti Sharma	11	30		
14	Uma Devi	11	32		
15	Sonita Rana	11	23		

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SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION

Date: 25/5/2022	Location: Sanjay Palace	Time: 5:30
Type of Stakeholder Group: Vendor		
Type of Consultation: Public Consultation	No. of Participants: 10	

Sr. No	Perception about the Project		Yes	No	Remarks
1.	Do you think it is necessary to construct Agra Metro Rail?				
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income	Yes	I.	Loss of livelihood	No
II.	Increase in Customers	Yes	II.	Loss of income	No
III.	Increase accessibility to facilities		III.	Structural loss	Yes
IV.	Decrease in accidents	Yes	IV.	Loss of customers and supplies	
V.	Increase in employment		V.	Disruption of social/cultural/economic	
VI.	Decrease in migration	No	VI.	Religious/sites and networks	
VII.	Increase in property value	Yes	VII.	Decrease in value of properties	No
VIII.	Industrial Development and Networking	Yes	VIII.	Increase in accidents	No
IX.	Improvement in transportation system		IX.	Increase in crime rates	No
X.	Increase in Education level	Yes	X.	Increase in Migration	Yes
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)

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Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Improvements Required	Coming of metro in Agra only have benefit and development.	
	Resettlement options.	If we lose our shops, then we should find shops somewhere under the metro station.	
	Livelihood options	With the arrival of metro, our earnings will increase.	
	Women Related.	With the arrival of metro, women will get more facilities. there will be less eve-teasing, and women's coach should be separated.	
	Traffic Solution.	With the arrival of the metro, there will be less traffic inside Agra.	
	Environment	If the traffic is less then the pollution will also be less.	
	Project expectation.	Agra will be more beautiful, people will get employment tourism will increase.	
	Facilities required	The auto drivers should have the facilities of parking at the metro stations and the vendors should have the facilities of their shops, so that they can run the employment.	
	Data Centre.	There should be help-line numbers inside the metro and there should be police.	

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**SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION**

Date: 24/5/2022	Location: Agra Candchi	Time: 12:40
Type of Stakeholder Group: Vendor	No. of Participants: 10	
Type of Consultation:		

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income	Yes	I.	Loss of livelihood	No
II.	Increase in Customers	Yes	II.	Loss of income	No
III.	Increase accessibility to facilities		III.	Structural loss	
IV.	Decrease in accidents	Yes	IV.	Loss of customers and supplies	
V.	Increase in employment		V.	Disruption of social/cultural/economic	
VI.	Decrease in migration	Yes	VI.	Religious/sites and networks	
VII.	Increase in property value		VII.	Decrease in value of properties	No
VIII.	Industrial Development and Networking	Yes	VIII.	Increase in accidents	No
IX.	Improvement in transportation system		IX.	Increase in crime rates	No
X.	Increase in Education level	Yes	X.	Increase in Migration	
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)

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Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Necessary Metro in Agra.	It's necessary to have a metro. It will have some benefit, then its disadvantages will also be seen.	
	Resettlement option.	Should we be given a shop instead of a shop or give me two fold compensation.	
	Livelihood option.	If we get some place to earn food then we need metro.	
	Employment	With the arrival of metro in Agra, Employment will increase.	
	Traffic solution.	With the arrival of the metro, there will be less traffic inside Agra.	
	Extra fare	If you get food facilities in metro, will give 10 Rs. more.	
	Women related	Separate compartment for women in metro.	
	Cultural heritage	Tourism will also increase.	
	Environment Improvement	The environment of Agra will improve a lot due to the arrival of metro because the traffic will reduce a lot, due to traffic jam the Carbon dioxide is increasing more, the environment will improve a lot due to arrival of the metro.	

Passenger

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SOCIAL IMPACT ASSESSMENT STUDY FOR AGRA METRO RAIL PROJECT
PUBLIC CONSULTATION

Date: <i>26/5/22</i>	Location: <i>Agra (GNT)</i>	Time: <i>2:30</i>
Type of Stakeholder Group: <i>Passenger</i>		
Type of Consultation: <i>public consultation</i>	No. of Participants: <i>12</i>	

Sr. No	Perception about the Project	Yes	No	Remarks	
1.	Do you think it is necessary to construct Agra Metro Rail?	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
2.	What impacts, both positive and negative of the project do you foresee				
Sr. No	Positive Impact	Yes-1 No-2	Sr. No	Negative Impact	Yes-1 No-2
I.	Increase in income	<i>Yes</i>	I.	Loss of livelihood	<i>NO</i>
II.	Increase in Customers	<i>Yes</i>	II.	Loss of income	<i>NO</i>
III.	Increase accessibility to facilities		III.	Structural loss	
IV.	Decrease in accidents	<i>Yes</i>	IV.	Loss of customers and supplies	<i>NO</i>
V.	Increase in employment		V.	Disruption of social/cultural/economic	
VI.	Decrease in migration	<i>Yes</i>	VI.	Religious/sites and networks	<i>NO</i>
VII.	Increase in property value		VII.	Decrease in value of properties	<i>NO</i>
VIII.	Industrial Development and Networking	<i>Yes</i>	VIII.	Increase in accidents	<i>NO</i>
IX.	Improvement in transportation system		IX.	Increase in crime rates	<i>NO</i>
X.	Increase in Education level	<i>Yes</i>	X.	Increase in Migration	<i>Yes</i>
XI.	Others Specify		XI.	Others Specify	

List of discussion:

1.	Improvements Required
2.	Resettlement options
3.	Livelihood options
4.	Women related issues and suggestions for metro
5.	Traffic solution
6.	Environment improvements
7.	Accessibility to city infrastructure (like market, school, college, cultural and heritage monuments, railway stations, bus stand, etc.)
8.	Project expectations
9.	Facilities required or expected in or on metro infrastructure
10.	Data centre for metro (help line number, loss and found, missing person guidance, electronic complaint centre, metro timings and details of metro related information, etc)

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Discussion

Sr. No	Issues raised/ Discussed	Participant Suggestions/ comments	Remarks
	Necessary	It is very important to have a metro in Agra because of this	
		Tourists coming from outside can easily come to the cultural heritage, this will save their time.	
	Employment	People should be given employment by metro.	
	Traffic	People will not get stuck in traffic jam and traffic will be smooth.	
	Pollution	There is a lot of pollution in Agra, the arrival of metro will make a difference.	
	Project Expectation	Taj Mahal can't be reached directly by metro, auto and taxi	
		Cost less money, some metro fare will be higher, so it doesn't	
		seem that metro will be successful here.	
	Data Centre	Metro should have helpline numbers and public guidance desks.	
	Development	Agra development will also happen quickly due to metro project.	





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List of Participants

S. No	Name of Participants	Sex	Age	Occupation	Signature
1	Ajay Varma	M	38		
2	Gokul Sharma	M	32		
3	Sandeep Kumar	M	26		
4	Sushil	M	24		
5	Rasid Khan	M	33		
6	Mh Siraj	M	31		
7	Aso K Mishra	M	42		
8	Rajeev	M	41		
9	Ajay Thakur	M	23		
10	Kavita	F	35		
11	Sanjay	M	48		
12	Rohit	M	27		





Annexure F: Chainage wise list of Affected Structures and Land Plots

S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
Corridor 1										
1	10782	C	Taj Mahal	1	Government Property	Government	Community Park (Govt. Udhyan Vibhag)	Park	Partial	
2	7203	C	Medical College	1	Government Property	Government	Land	Ground	Partial	
3	6576	C	Agra College	1	Government Property	Government	Land	Ground	Partial	
4	5832	C	Raja Ki Mandi	1	Government Property	Government	Land	Indian Railways	Partial	







S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
5	5039	C	RBS Inter College	1	Trust Property	TH (RBS Trust)	Land	Ground	Partial	
6	3977	C	RBS Inter College	1	Trust Property	TH (RBS Trust)	Land	Ground	Partial	
7	2511	C	ISBT	1	Government Property	Government	Land	Open Plot	Full	
8	1244	R	Guru Ka Taal	1	Ram Niwas	Squatter	Commercial (Mobile Vendor)	Cobbler	Full	







S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
9	1232	R	Guru Ka Taal	2	Yatendra Kumar	Squatter	Commercial (Mobile Vendor)	Helmet Seller	Full	
10	1220	R	Guru Ka Taal	3	Abhay Garg	Squatter	Commercial (Mobile Vendor)	Sunglasses Seller	Full	
11	1188	R	Guru Ka Taal	4	Government Property	Government	Community Park	Park	Full	
Corridor 2										
1	0.0000	C	Agra Cantt.	1	Government Property	Government	Green Belt of Railway Quarter	Green Belt of Railway Quarter	Partial	






S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
2	0.0025	L	Agra Cantt.	2	Bille	Squatter	Commercial (Mobile Vendor)	Cobbler	Full	
3	0.0025	L	Agra Cantt.	3	Om Prakash	Squatter	Commercial (Mobile Vendor)	Cobbler	Full	
4	0.0025	L	Agra Cantt.	4	Vinod Kumar	Squatter	Commercial (Mobile Vendor)	Barber	Full	
5	0.0025	L	Agra Cantt.	5	Yogesh Singh	Squatter	Commercial (Mobile Vendor)	Barber	Full	






S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
6	0.0025	L	Agra Cantt.	6	Kali Charan	Squatter	Commercial (Mobile Vendor)	Barber	Full	
7	0.0027	L	Agra Cantt.	7	Dharmendra Kumar Aggarwal	Squatter	Commercial (Mobile Vendor)	Water Supplier	Full	
8	31.02	C	Agra Cantt.	8	Government Property	Government	Government	Government Office	Full	
9	1.5955	C	Sadar Turning Point	1	Government Property	Government	Clinic (Not in use)	Clinic (Not in use)	Full	
10	1.6023	R	Sadar Bazar	1	Firoz Khan	Squatter	Commercial (Mobile Vendor)	Tobacco nist (Panwari)	Full	



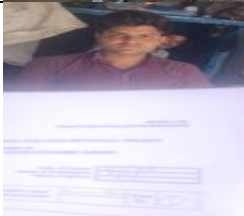



S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
11	1844.66	R	Sadar Bazar	2	Government Property	Government	Toilet	Public Toilet	Full	
12	1848.65	R	Sadar Bazar	3	Sahid Ali	Squatter	Commercial	Generator Room	Full	
13	1865.19	R	Turn-2 (Before Subhash Park)	1	Ashish Jaiswal	TH	Commercial	Shop	Full	
14	3747.9	R	Turn-2 (Before Subhash Park)	2	Shiv Kumar	TH	Commercial	Shop	Full	
15	3747.9	R	Turn-2 (Before Subhash Park)	3	Sanjay Kumar	TH	Commercial	Shop	Full	


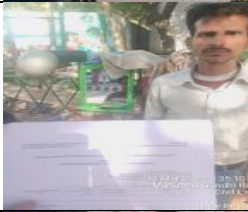




S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
16	3747.9	R	Turn-2 (Before Subhash Park)	4	Shiv Kumar	TH	Commercial	Shop	Full	
17	3747.9	R	Turn-2 (Before Subhash Park)	5	Amit Anand	TH	Commercial	Shop	Full	
18	3747.9	C	Turn-2 (Before Subhash Park)	6	Surendra Kumar	TH	Commercial	Private Office	Full	
19	3747.9	C	Turn-2 (Before Subhash Park)	7	Manish Kumar Aggarwal	TH	Commercial	Shop	Full	




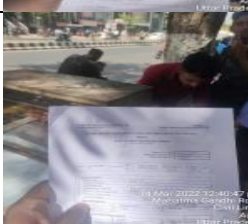


S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
20	3747.9	L	Turn-2 (Before Subhash Park)	8	Satish Kumar	Squatter	Temple plus Resident	Temple plus Resident	Full	
21	4529	R	Subhash Park	9	Government	Government	Park	Community Park	Partial	
22	7253.17	C	Sanjay Place	1	Mukesh Kumar	Squatter	Commercial (Mobile Vendor)	Food Joint	Full	
23	7261.12	C	Sanjay Place	2	Ramesh Chandra	Squatter	Commercial (Mobile Vendor)	Tobacco nist (Panwari)	Full	







S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
24	7259.15	C	Sanjay Place	3	Shahrukh	Squatter	Commercial (Mobile Vendor)	Tea Seller	Full	
25	7249.93	C	Sanjay Place	4	Wasim Khan	Squatter	Commercial (Mobile Vendor)	Barber	Full	
26	7249.93	C	Sanjay Place	5	Govind Kumar	Squatter	Commercial (Mobile Vendor)	Cobbler	Full	
27	7249.93	C	Sanjay Place	6	Sharif	Squatter	Commercial (Mobile Vendor)	Cycle Mechanic	Full	







S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
28	7228.91	C	Sanjay Place	7	Government Property	Government	Govt. Medicine Store	Govt. Medicine Store	Full	
29	7196.4	C	Sanjay Place	8	Rajbir Singh	Squatter	Commercial (Mobile Vendor)	Food Joint	Full	
30	7249.93	C	Sanjay Place	9	Mangu	Squatter	Commercial (Mobile Vendor)	Tea Seller	Full	
31	7260.45	C	Sanjay Place	10	Yusuf Khan	Squatter	Commercial (Mobile Vendor)	Food Joint	Full	




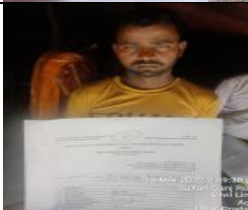


S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
32	7260.45	C	Sanjay Place	11	Ramjani	Squatter	Commercial (Mobile Vendor)	Biryani Seller	Full	
33	7886.01	C	M.G. Road	1	Ramesh Chandra	Squatter	Commercial (Mobile Vendor)	Tobacco nist (Panwari)	Full	
34	7903.87	C	M.G. Road	2	Sachin	Squatter	Commercial (Mobile Vendor)	Juice Seller	Full	
35	7903.87	C	M.G. Road	3	Sanjeev Kumar	Squatter	Commercial (Mobile Vendor)	Food Joint (Chhole Bhature Seller)	Full	







S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
36	7831.1	R	M.G. Road	4	Rani Devi	Squatter	Commercial (Mobile Vendor)	Tobacco nist (Panwari)	Full	
37	8962.38	C	Sultan Ganj Crossing	1	Sahid	Squatter	Commercial	Plant Nursery	Full	
38	8990.81	C	Sultan Ganj Crossing	2	Amit	Squatter	Commercial	Plant Nursery	Full	
39	9012.43	C	Sultan Ganj Crossing	3	Pardeep	Squatter	Commercial	Plant Nursery	Full	


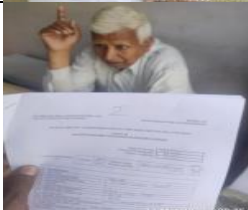
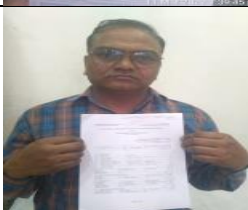



S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
40	9029	C	Sultan Ganj Crossing	4	Nirmal	Squatter	Commercial	Plant Nursery	Full	
41	9042.51	C	Sultan Ganj Crossing	5	Rakesh	Squatter	Residential	Hut	Full	
42	11079	C	Sultan Ganj Crossing	6	Manoj Kumar	Squatter	Residential	Hut	Full	
43	9054.25	C	Sultan Ganj Crossing	7	Vikram	Squatter	Res.-cum-comm	Hut + Blacksmith	Full	



S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
44	12064	C	Sultan Ganj Crossing	8	Kalia	Squatter	Residential	Hut	Full	
45	12572	C	Sultan Ganj Crossing	9	Sani	Squatter	Residential	Hut	Full	
46	9068.8	C	Sultan Ganj Crossing	10	Pankaj	Squatter	Residential	Hut	Full	
47	9073.08	C	Sultan Ganj Crossing	11	Pankaj	Squatter	Residential	Hut	Full	



S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
48	11804.99	C	Rambagh	1	Subodh Kumar Bansal	TH	Commercial	Private Office	Full	
49	11791.23	C	Rambagh	2	Ramesh Chandra	TH	Commercial	Private Office	Full	
50	11780.88	C	Rambagh	3	Shekhar Bhat	TH	Commercial	Private Office	Full	
51	11772.12	C	Rambagh	4	Manish Aggarwal	TH	Commercial	Shop	Full	



S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
52	11766.52	C	Rambagh	5	Sakil	TH	Commercial	Shop	Full	
53	11766.52	C	Rambagh	6	Vinita Aggarwal	TH	Commercial	Shop	Full	
54	11766.52	C	Rambagh	7	Rambir	TH	Commercial	Shop	Full	
55	11766.52	C	Rambagh	8	Vishnu Kumar	TH	Commercial	Shop	Full	



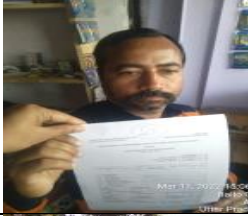


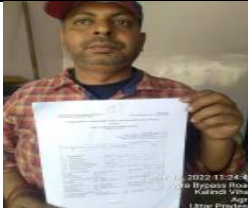
S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
56	11766.52	C	Rambagh	9	Aashish Sharma	TH	Commercial	Shop	Full	
57	11766.52	C	Rambagh	10	Sailender Kumar	TH	Commercial	Shop	Full	
58	11757.32	C	Rambagh	11	Narender Dutt Goyal	TH	Commercial	Shop	Full	
59	11757.32	C	Rambagh	12	Rajeev Aggarwal	TH	Commercial	Shop	Full	





S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
60	11757.32	C	Rambagh	13	B. Raju	TH	Commercial	Shop	Full	
61	11757.32	C	Rambagh	14	B. Raju	TH	Commercial	Shop	Full	
62	11745.86	C	Rambagh	15	Mohan	TH	Commercial	Shop	Full	
63	11745.86	C	Rambagh	16	Pramod Kumar Aggarwal	TH	Commercial	Shop	Full	

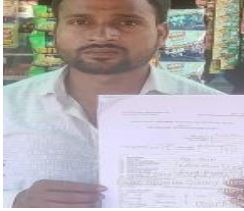





S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
64	11745.86	C	Rambagh	17	Deepak Kumar	TH	Commercial	Shop	Full	
65	11745.86	C	Rambagh	18	Raj Kumari W/O Ram Chandra Aggarwal	TH	Commercial	Shop	Full	
66	11729.56	C	Rambagh	19	Sushil	TH	Commercial	Shop	Full	
67	11717.97	C	Rambagh	20	Sandeep Aggarwal	TH	Commercial	Shop	Full	



S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
68	11717.97	C	Rambagh	21	Sunil	TH	Commercial	Shop	Full	
69	11665.52	C	Rambagh	22	Ram Babu	TH	Commercial	Workshop	Full	
70	11729.56	C	Rambagh	23	Lovnish	TH	Commercial	Open Land	Full	
71	23212	C	Rambagh	24	Government Property	Government	Land	Open Land	Full	
72	14844.3	C	Rambagh	25	Rajesh Kumar	Squatter	Commercial (Mobile Vendor)	Barber	Full	



S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
73	14847.32	C	Kalindi Vihar Depot Ramp	1	Gaurav Gupta	TH	Commercial	Shop	Full	
74	14851	C	Kalindi Vihar Depot Ramp	2	Umesh Chandra	TH	Commercial	Shop	Full	
75	14851.86	C	Kalindi Vihar Depot Ramp	3	Mahendra	Squatter	Commercial (Mobile Vendor)	Food Joint (Chhole Kulche Seller)	Full	
76	14854.14	C	Kalindi Vihar Depot Ramp	4	Upendra Kumar	Trust	Commercial	Trust Shop	Full	

S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
77	14844.3	C	Kalindi Vihar Depot Ramp	5	Sahab Singh	TH	Commercial	Shop	Full	
78	14844.3	C	Kalindi Vihar Depot Ramp	6	Ram Bharose	Squatter	Commercial (Mobile Vendor)	Tobacco nist (Panwari)	Full	
79	14859.61	C	Kalindi Vihar Depot Ramp	7	Anuj	TH	Commercial	Private Office	Full	
80	14884.26	C	Kalindi Vihar	8	Radhe Lal	TH	Commercial	Private Office	Full	









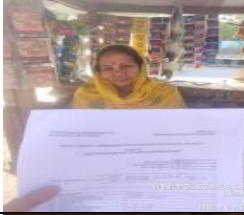

S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
			Depot Ramp							
81	14892.58	C	Kalindi Vihar Depot Ramp	9	Radhe Lal	TH	Open Plot	Open Land	Full	
82	14921.05	C	Kalindi Vihar Depot Ramp	10	Radhe Lal	TH	Commercial	Private Office	Full	
83	14954.05	C	Kalindi Vihar Depot Ramp	11	Sheshkant Aggarwal	TH	Commercial	Shop	Full	



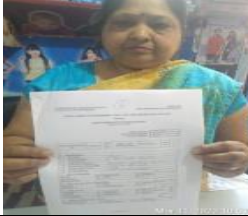
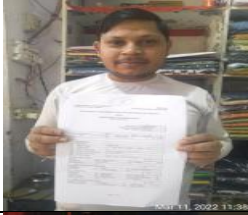


S. No	Chainage	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Photo
84	14934.12	C	Kalindi Vihar Depot Ramp	12	Radhe Lal	TH	Open Plot	Open Land	Full	
85	14969.88	C	Kalindi Vihar Depot Ramp	13	Radhe Lal, Vikash Mittal, Ashok Kumar	TH	Open Plot	Open Land	Full	

Annexure G: Chainage wise list of Vulnerable Project Affected HHs

S. No	Chain age	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Vulnerability	Photo
1	0.0025	L	Agra Cantt.	2	Bille	Squatter	Commercial (Mobile Vendor)	Cobbler	Full	SC+BPL	
2	0.0025	L	Agra Cantt.	3	Om Prakash	Squatter	Commercial (Mobile Vendor)	Cobbler	Full	SC	
3	0.0025	L	Agra Cantt.	6	Kali Charan	Squatter	Commercial (Mobile Vendor)	Barber	Full	BPL	
4	1.6023	R	Sadar Bazar	1	Firoz Khan	Squatter	Commercial (Mobile Vendor)	Tobacconist (Panwari)	Full	BPL	

S. No	Chain age	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Vulnerability	Photo
5	1848.65	R	Sadar Bazar	3	Sahid Ali	Squatter	Commercial	Generator Room	Full	BPL	
6	3747.9	C	Turn-2 (Before Subhash Park)	6	Suren dra Kumar	TH	Commercial	Private Office	Full	SC	
7	7831.1	R	M.G. Road	4	Rani Devi	Squatter	Commercial (Mobile Vendor)	Tobacconist (Panwari)	Full	SC+WHH	
8	11079	C	Sultan Ganj Crossing	6	Manoj Kumar	Squatter	Residential	Hut	Full	SC	

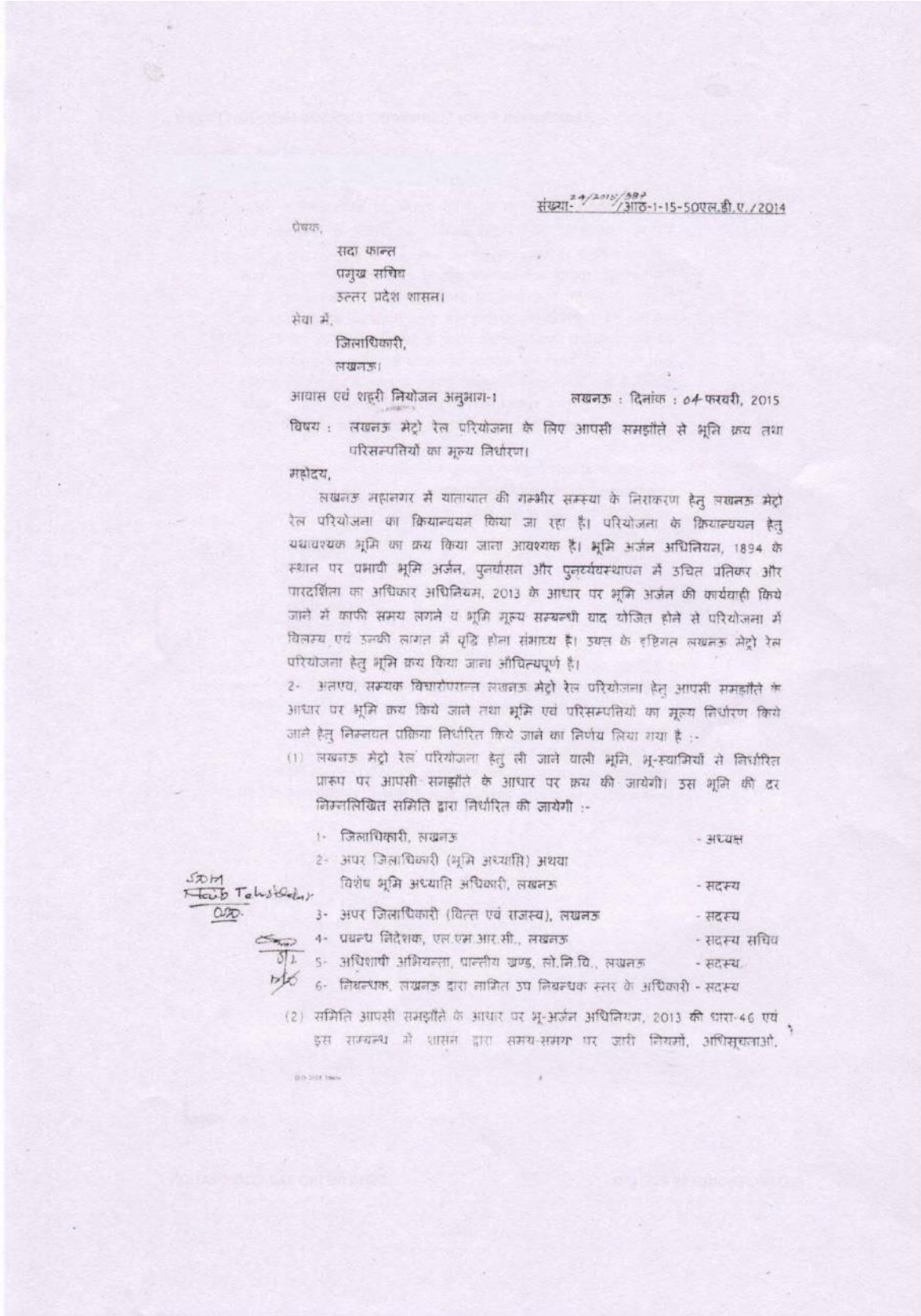


S. No	Chain age	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Vulnerability	Photo
9	11766.52	C	Rambagh	6	Vinita Aggarwal	TH	Commercial	Shop	Full	WHH	
10	11766.52	C	Rambagh	7	Rambir	TH	Commercial	Shop	Full	SC	
11	11745.86	C	Rambagh	18	Raj Kumari W/O Ram Chandra Aggarwal	TH	Commercial	Shop	Full	WHH	
12	11717.97	C	Rambagh	21	Sunil	TH	Commercial	Shop	Full	SC	



S. No	Chain age	Side	Station Name	Owner ID	Name	Status of Ownership	Type of Property	Use of Property	Impact (partial / full)	Vulnerability	Photo
13	14859 .61	C	Kalindi Vihar Depot Ramp	7	Anuj	TH	Commercial	Private Office	Full	PH	

Annexure H: UPMRC Policy for LA through Mutual Negotiation



(5) राज्याधीन लोक सेवाओं और पदों पर सीधी भर्ती के लिए महिलाओं के सम्बन्ध में वांछित सभी अर्हताएँ, पर सम्बन्धी सुसंगत नियमावली में उल्लिखित पूर्ववत् अर्हताओं के अनुरूप रहेंगी व उनमें इस शासनादेश से कोई परिवर्तन नहीं होगा।

(6) यह आदेश तत्काल प्रभाव से लागू होंगे, लेकिन जिन रिक्तियों को भरने के लिए विज्ञापन जारी किये जा चुके हैं, या जिन रिक्तियों के लिए चयन की प्रक्रिया प्रारम्भ हो चुकी हो, उन पर यह आदेश लागू नहीं होंगे। चयन की प्रक्रिया प्रारम्भ होने का आशय भर्ती का आचार कबल लिखित परीक्षा या साक्षात्कार होने की स्थिति में ऐसी परीक्षा/साक्षात्कार प्रारम्भ हो जाने से है। जिन पदों पर भर्ती का आधार लिखित परीक्षा और साक्षात्कार दोनों हैं उनके सम्बन्ध में चयन प्रक्रिया प्रारम्भ होने का आशय लिखित परीक्षा प्रारम्भ हो जाने से है।

(7) लोक सेवाओं एवं पदों का तात्पर्य उOप्रO लोक सेवा (अनुसूचित जातियों, अनुसूचित जनजातियों और अन्य पिछड़े वर्ग के लिए आरक्षण) अधिनियम, 1994 में परिभाषित "लोक सेवाओं और पदों" से है।

3. शासन के संज्ञान में यह तथ्य आया है कि उपर्युक्त निर्देशों का समुचित अनुपालन नहीं किया जा रहा है। अतः आपसे अनुरोध है कि कृपया उक्त शासनादेशों की व्यवस्था का सभी स्तरों पर कड़ाई से अनुपालन सुनिश्चित कराने का कष्ट करें।

4. यह भी स्पष्ट किया जाता है कि राज्याधीन लोक सेवाओं और पदों पर सीधी भर्ती के प्रक्रम पर महिलाओं को अनुमन्य उपरोक्त आरक्षण केवल उत्तर प्रदेश की मूल निवासी महिलाओं को ही अनुमन्य है।

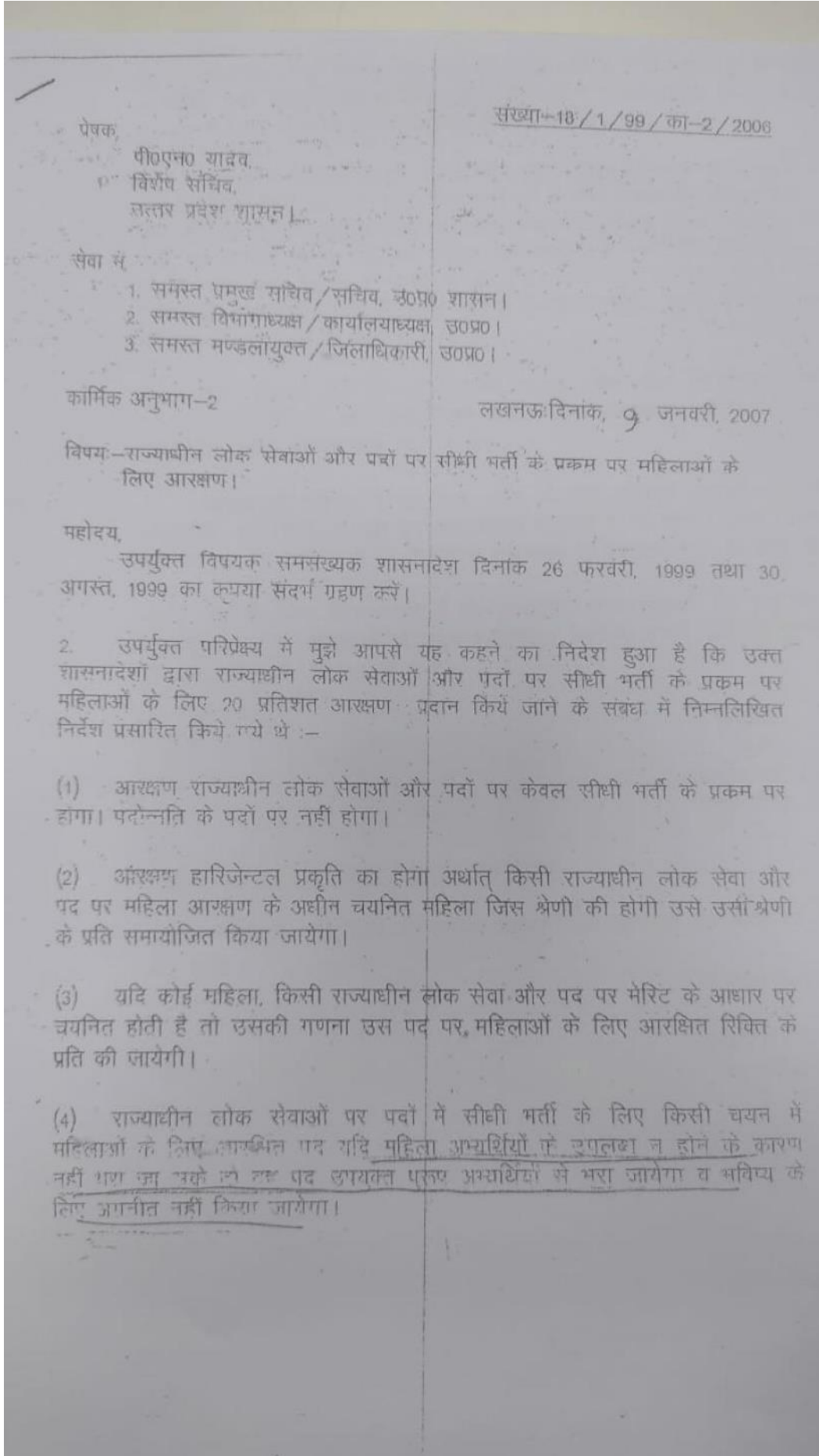
भवदीय,

(पी०एन० यादव)
विशेष सचिव।

संख्या-18/1/99/का-2/2006(1) तददिनांक

प्रतिक्षिपि सचिवालय के समस्त अनुभागों को सूचनाार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

आज्ञा से
(मन्दलाल प्रसाद)
अनु सचिव।



शासनादेशों, निर्देशों तथा प्रचलित आज़र दरों व भूमि एवं परिसम्पत्तियों का मूल्य निर्धारण, पुनर्गोस एवं पुनर्व्यवस्थापना संबंधी राजस्व विभाग के मसरो-समरो पर निर्गत शासनादेशों को ध्यान में रखते हुए भूमि मूल्य के लिए दर निर्धारित कर आपकी संस्तुति लखनऊ मेट्रो रेल कारपोरेशन को पेश करेगी। भूमि/परिसम्पत्तियों के मूल्य के भुगतान के उपरान्त यदि प्रकरण धारा-46 से आच्छादित नहीं है, तो पुनर्गोस एवं पुनर्व्यवस्थापना सम्बन्धी लाभ पृथक से देय नहीं होगा। लखनऊ मेट्रो रेल कारपोरेशन द्वारा नियमानुसार कारपोरेशन के निदेशक, मण्डल की कोई बैठक में उचित संस्तुति को प्रस्तुत कर अनुमोदन प्राप्त करते हुए अग्रेतर आवश्यक कार्रवाई की जायेगी तथा संलग्न पासव के अनुसार किसानों से असग से सहमति ली जायेगी। दर निर्धारण के उपरान्त उपरोक्त भूमि की आवश्यकता को जनसाधारण के उपयोग संबंधी सूचना प्रख्यापित किया जायेगा, जिसकी अगधि प्रख्यापन की तिथि से 02 माह की होगी।

- (3) भूमि मूल्य के भुगतान व अन्य अनुसन्ध लागू/सुविधाएं उपलब्ध कराये जाने का दायित्व लखनऊ मेट्रो रेल कारपोरेशन का होगा।
- 3- यह आदेश तत्काल प्रभाव से लागू होगा।
- संलग्नक - यथोक्त।

भारतीय,

(सदा कान्त) 28/10/15
प्रमुख सचिव

संख्या व दिनांक तदैव।

उपरोक्त की प्रतिनिधि विम्वनलिखित को सूचनाएं एवं आवश्यक कार्रवाई हेतु पेशित-

- 1- प्रमुख सचिव, लोक निर्माण विभाग/नगर विकास/राजस्व/अवस्थापना एवं औद्योगिक विकास/स्टाम्प एवं रजिस्ट्रेशन विभाग, SOPO धासस।
- 2- आयुक्त, लखनऊ मण्डल, लखनऊ।
- 3- पबन्ध निदेशक, लखनऊ मेट्रो रेल कारपोरेशन लि० को उनके पत्र संख्या-699/एल.एम.आर.सी.-एल-1/2014 दिनांक 31.10.14 के क्रम में उपरोक्तानुसार कार्यवाही सुनिश्चित करने हेतु।
- 4- गाहें युक्त।

आज्ञा से,

(शैल जनाम चौधरी)
संयुक्त सचिव

Annexure I: Monitoring of RAP Implementation

Report for the month of

Part-I: Quantitative monitoring format

Activity	Indicator	Target		Achievement	
		This Month	Cumulative	This Month	Cumulative
Staffing	Number of IA staff on the project by job function				
	Number of other line agency officials available for tasks				
Verification of impact	No. of project affected households				
	No. of project affected people(male & female)				
	No. of people(male & female) loss residence				
	No. of people(male & female) loss livelihood				
	No. of people(male & female) displace				
Resettlement	No. of people provided with ID Card				
	No. of resettlement sites developed				
	No. of people received compensation before starting construction activities				
	Area of private land acquired				
	Area of Govt. land acquired				
	No. of people resettled				
	No. of religious properties relocated				
	No. of community properties relocated				
No. of Govt. properties relocated					



Activity	Indicator	Target		Achievement	
		This Month	Cumulative	This Month	Cumulative
Rehabilitation	No. of training agencies identified				
	No. of people(male & female) undergone skill development training				
	No. of people restarted their income restoration activities				
	No. of new enterprises started				
Grievance Redressal	No. of grievance redress committee formed				
	No. of grievance redress committee meetings conducted				
	No. of grievances received				
	No. of grievances addressed				
Public consultation/ Disclosure of information	No. of public consultations				
	Frequency of consultation				
	No. of participants(male & female) in the consultation meetings				
	Whether the entitlement matrix has been translated in a understandable local language.				
	No. of translated copies distributed to relevant stakeholders including Aps				
	No. of locations where the list of entitled persons displayed				
Review and Monitoring	No. of staff meetings conducted at Project Management level				
	Date of appointment of Independent Evaluation Agency (IEA)				



Activity	Indicator	Target		Achievement	
		This Month	Cumulative	This Month	Cumulative
	Frequency of submitting progress reports				
Awareness programs	No. of HIV/AIDS awareness programs conducted				
	No. of hotspots identified				
	No. of road safety awareness programs conducted.				
Fund utilization	Funds utilized				

Part-II- Qualitative Monitoring format

1. Composition/type of participants and specific issues raised by the participants especially the vulnerable groups.
2. Specific issues raised by the participants especially women.
3. Actions/follow-up taken to address the issues raised in the public consultation meetings.
4. Process adopted for the relocation of PAHs, religious and community structures. The process adopted for relocation of squatters and other vulnerable groups may be specified.
5. Process of distribution and allotment of compensation and other R&R assistances.
6. When the compensation/assistance has been paid, and the utility of compensation amount and other R&R assistances.
7. Type of grievances, its reasons and measures taken to address this.
8. Brief description of income generation activities undertaken by the PAPs.
9. Major issues faced during RAP implementation and actions taken to resolve it.
10. Major lessons learned and documented.

Signature
Name and Designation of the Reporting officer

Place:
Date:



Annexure J: Terms of References for Independent Evaluation Agency

1. Project Description

This project is being implemented by UPMRCL with financial support of EIB. The project gives utmost importance to the rehabilitation and resettlement of project affected families. Accordingly, a Resettlement Action Plan has been developed for implementation.

The project includes a provision for monitoring and evaluation of the implementation of the Resettlement Action Plan (RAP) by an external monitor. Therefore, UPMRCL requires services of a reputed Social Sector specialist individual /firm for monitoring and evaluation of RAP implementation referred to as the "Independent Evaluation Agency"(IEA).

2. Scope of Work of IEA- Generic

- To review and verify the progress in resettlement implementation as outlined in the RAP
- To monitor the effectiveness and efficiency of Social Environment Management Unit (SEMU) and the concerned agency in RAP implementation.
- To assess whether resettlement objectives, particularly livelihoods and living standards of the affected persons have been restored or enhanced
- To assess the efforts of SEMU and concerned agency in implementation of the 'Community Participation strategy' with particular attention on participation of vulnerable groups namely (i) those who are below poverty line (BPL), (ii) those who belong to Scheduled Castes (SC) and Scheduled Tribes (ST), (iii) Women headed families, (iv) elderly and (v) disabled persons.
- To assess resettlement efficiency, effectiveness, impact and sustainability, drawing both on policies and practices and to suggest any corrective measures, if necessary.

3. Scope of work- Specific

The independent evaluation agency (IEA) will be involved in ongoing monitoring of the resettlement efforts by the UPMRCL. The major tasks expected from the external monitor are:

- Review pre-displaced baseline data on income and expenditure, occupational and livelihood patterns, arrangements for use of common property, social organization, community organizations and cultural parameters.
- To review and verify the progress in land acquisition/resettlement implementation of subproject on a sample basis and prepare reports for the UPMRCL.
- To evaluate and assess the livelihood opportunities and income as well as quality of life of affected persons of project induced changes.
- To evaluate and assess the adequacy and effectiveness of consultative process with affected persons, particularly those vulnerable, including the adequacy and effectiveness of grievance procedures and legal redress available to the affected parties and dissemination of information about these.
- Identify an appropriate set of indicators for gathering and analyzing information on resettlement impacts; the indicators shall include but not limited to issues like



restoration of income and living standards and level of satisfaction by the affected persons in post-resettlement period.

- Review results of internal monitoring and verify claims through random checking at the field level to assess whether resettlement objectives have been generally met. Involve the affected persons, host population, and community groups in assessing the impact of resettlement for monitoring and evaluation purposes.
- Conduct both individual and community level impact analysis through the use of formal and informal surveys, key informant interviews, focus group discussions, community public meetings, and in-depth case studies of affected persons and host population from various social classes to assess the impact of resettlement.
- Identify the strengths and weaknesses of basic resettlement objectives and approaches, implementation strategies, including institutional issues, and provides suggestions for improvements in future resettlement policy making and planning

4. Time frame and Reporting

The independent monitoring agency will be responsible for independent evaluation of the RAP implementation. The work is scheduled to start in and continue till the end of the project. The duration of RAP implementation is as per the given RAP time schedule. The monitoring and evaluation report should be submitted to UPMRCL .

5. Qualifications

The monitoring and evaluation agency will have significant experience in resettlement policy analysis and RAP implementation. Further, work experience and familiarity with all aspects of resettlement operations would be desirable.

Interested agencies should submit proposal for the work with a brief statement of the approach, methodology, staff strength, and relevant information concerning previous experience on monitoring and evaluation of resettlement and rehabilitation implementation and preparation of reports.

6. Budget and Logistics

Copies of the proposal- both Technical and Financial- should be submitted and the budget should include all cost and any other logistics details necessary for resettlement monitoring. Additional expense claims whatsoever outside the budget will not be entertained.



Annexure K: Draft Terms of Reference for Non-Governmental Organization (NGO)

Background

UPMRC is responsible for implementation of proposed metro rail project in Agra. UPMRC desires to build the Metro Rail System by adopting adequate environmental standards to provide for the protection of the people and the environment.

Agra Metro Rail Project has total 27 stations, out of which 20 are elevated and 7 are underground. Total metro length of both the corridors is 29.40 km, out of which 21.75 km is elevated route length and 7.65 km is underground length. Corridor-1 is from Sikandra to Taj East Gate and has 6 elevated and 7 underground metro stations with 6.35 km elevated length and 7.65 km underground length. Corridor -2 is from Agra Cantt to Kalindi Vihar and has 14 elevated stations with length of 15.40 km.

In this background RITES Ltd (A Govt.of India Enterprise) carried out Social Impact Assessment (SIA) study for proposed project and prepared SIA includes Resettlement Action Plan (RAP). Broadly stated, mitigation of losses and restoration of socio-economic status of the affected persons are the prime objective of the RAP. The estimated number of affected households is 79 consisting 156 persons.

The project intends to hire an experienced local Non-Governmental Organization (NGO) to assist in implementation of RAP for project affected families.

Scope of Work

The NGO will work as a link between the project represented by the UPMRC and the affected community. The NGO will be responsible for assisting the PAPs during resettlement process and shall ensure that all the provisions of the resettlement policy and the RAP with regard to the well being of PAPs are implemented.

The major tasks to be performed by the NGO are enumerated below: -

- Assist UPMRCL in conducting public consultation, survey, issue of identity cards,
- Organize meeting with PAPs assist them during relocation;
- Explain the entitlements and R&R policy provisions;
- Acting as catalysts between PAPs and project authorities;
- Educate PAPs on their right to entitlements and obligations under the R&R policy;
- Serve as initial step to redress grievances;
- Assist the PAPs in redressing grievances with Project Authorities;
- Verify that all PAPs are given their full entitlements as due to them under the R&R policy; and
- Provide support for post resettlement activities such as registration of Cooperative Societies and training related to maintain the building etc.
- Report to Sr.SDO-SMU
- Prepare monthly progress reports and submit to Sr.SDO-SMU

Specifically, the selected NGO will carry out its work in the following areas:



Information Campaign

The NGO will design, plan and implement an information campaign in the affected areas primarily to inform the PAPs about the entitlement policy and how to avail their respective entitlements. The campaign would include measures such as distribution of information booklets, leaflets, notices and other materials among the PAPs, community meetings, public announcements, and any other measures necessary to provide information to all the PAPs.

The NGO will undertake a public information campaign at the project areas to inform the affected persons of:

- The need for Land Acquisition (LA);
- The likely consequences of the project on the communities;
- The R&R policy and entitlements;
- Assist PAPs in getting the compensation for their land and properties acquired for the project.
- Ensure proper utilization of by the PAPs of various grants available under the R&R package. The NGO will be responsible for advising the PAPs on how best use any cash that may be provided under the RAP.

Identification of Affected Persons and Issuance of ID Cards

The NGO will identify and verify PAPs, on the basis of the census survey carried out and will facilitate the distribution of ID cards. This work will include identification of PAPs based on a census survey, preparation of ID cards, taking photograph of affected persons in the field, issuance of ID cards to affected persons and updating of ID cards, if required. An identify card should include a photograph of the AP, the extent of loss suffered due to the project, and the choice affected persons with regard to the mode of compensation and assistance (if applies, as per the RAP).

The NGO shall prepare a list of PAP, enlisting the losses and the entitlements as per the RAP, after verification. During the identification and verification of the eligible PAPs, NGO shall ensure that each of the PAPs are contacted and consulted either in groups or individually. The NGO shall specially ensure consultation with the women from the affected households especially female-headed households.

Creation/ Computerization of Database and Affected Persons Files

A database containing the data on land, structure, trees and other properties lost by the PAPs have to be computerized to prepare PAPs files and entitlements cards (EC). The database will contain information from lands records and census data. The PAPs and EC files will be used for making payments of entitlements to the PAPs and monitoring the progress of resettlement work.

Assistance for PAPs to Relocate and Resettle

The implementing NGO will assist the affected persons in pre and post relocation period and help in finding for resettlement. Also, where needed, the staff will help affected persons to obtain their compensation money and resettlement benefits from the project.



Participation in Grievance Redress

The NGO will act as an in-built grievance redress body and shall assist in finding solutions to any dispute over resettlements benefits through the Grievance Redress Committee (GRC). The PAPs can call upon the support of NGOs to assist them in presenting their grievances or queries to the GRC.

Selection Criteria, Staffing, Implementation Plan

The NGO to be selected for the tasks must have proven experience in resettlement planning and implementation. Specifically, key quality criteria include: -

- Experience in direct implementation of programs in local, similar and/ or neighboring districts;
- Availability of trained staff capable of including affected persons into their programs
- Competence, transparency and accountability based on neutral evaluations, internal reports and audited accounts;
- Integrity to represent vulnerable groups against abuses; experience in representing vulnerable groups, demonstrable mandate to represent-local groups;
- Demonstrated experience in computerizing resettlement-related database;
- Experience in resettlement survey, planning, monitoring and evaluation;

The NGO chosen will have to agree to the terms and conditions under the RAP. The following staffing provision may be necessary for smooth and effective implementation of the RAP within the time frame.

1. Team Leader (1)
2. Field Coordinator (1);
3. Resettlement Implementation Workers (5)

Interested NGOs should submit proposal for the work with a brief statement of the approach, methodology, and field plan to carry out the tasks. The proposal should include:-

- Relevant information concerning previous experience on resettlement implementation and preparation of reports.
- The proposal should also include samples of ID cards, information brochures, PAP files etc. to be used during the implementation phase.
- The field plan must address training and mobilization of resettlement workers.

Full curriculum vitae (2-3 pages) of key personnel (for e.g. the Team Leader, Field Co-ordinator) must be submitted along with the proposal. The Team Leader must have master degree in social sciences (preferably social work, sociology) with experience in implementation of resettlement action plan. The field coordinator must have prior experience in resettlement operation and management.

The NGO must be an established organization registered under the Society Registration Act, 1860.



Budget and Logistics

Three copies of the proposal-both technical and financial-should be submitted. The budget should include all expenses such as staff salary, training, computer/ database, transport, field and any other logistics necessary for resettlement implementation. Additional expense claims whatsoever outside the budget will not be entertained.

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THE INFRASTRUCTURE PEOPLE

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