

CHAPTER - 6 COMMUNITY CONSULTATION

Community consultation has been an integral part of the project preparation process in TNRSP. It has provided valuable inputs at various stages as project conceptualization, preparation and finalisation of alignments. Consultations assisted in identification of environmental problems associated with the project as well as the needs of the Project Affected Persons. Involvement of the various stakeholders ensured that the affected population and other stakeholders are informed, consulted and are allowed to participate at various stages of project preparation. This participatory process helped in reducing the public resistance to change, protect interests of affected communities and enabled participation of the local people in decision-making. The design process has been responsive in incorporating the outputs of community consultations. Following sections present the consultation process, concerns of stakeholders and design responses.

6.1 METHODOLOGY

The HD has prepared a consultation strategy for the project to facilitate identification and inclusion of the social and environmental issues in the project. The broad approach and strategy of community consultation is designed as a multi-level participatory process, based on a network of project stakeholders, local organizations, NGO's, professionals at the District and State Levels.

A Task Force comprising of engineering / environmental / social specialists from the PCC, along with the DE (Highways) in each district was constituted and entrusted with the responsibility of conducting community consultations at identified locations in the districts. At the apex level the Team Leader of the PCC along with his experts and the Project Director participated in meetings with NGO' s and concerned individuals/institutions. Consultation with the public, which would include NGO's, stakeholders, PAP's, local leaders, professionals etc, have been carried out at different levels. The following are the different types of meetings and levels at which consultations have been held.

- ♣ State level (Apex level) consultative workshops
- ♣ District level consultations with Collectors of districts and other officials
- ♣ Village level consultations with public, PAP's, stake holders etc.
- ♣ Survey of ecologically sensitive areas - meetings with interested NGO's in districts where these areas have been identified
- ♣ Public consultation meetings at proposed bypass towns

Apex level meetings are intended to provide inputs for wider issues of the environment and social aspects. Whereas district level and village level consultation sessions are utilized for seeking inputs from stakeholders on the alignment and its finalisation as well as on ecological impacts of the proposed project. Methodology and conduct of meetings at each of these levels and relevance to the stages of the project is presented in the following sub-sections.

6.1.1 APEX LEVEL MEETINGS

Conduct of apex level consultations is in the form of state level one-day workshops. These were carried out by the PIU and PCC consultants with the NGOs as well as representatives of research institutions having operations at state level. The participating NGOs are having their operations in the project areas, addressing

social and environmental issues along the project regions. The workshops were conducted through more descriptive methods of presentation. Outputs of the apex level workshops are utilized for addressing critical environmental and social issues in the initial stages of the project preparation.

6.12 DISTRICT LEVEL CONSULTATIONS

District level consultations are in the form of public hearings conducted as a statutory requirement for the MoEF clearance under the Environmental Protection Act, 1986. The MOEF notification of April 1997, S. O. 3 18 (E), entitles several categories of people or groups to participate in public hearings and make suggestions in writing or orally to the PCB.

Following are some of the categories of people invited to the consultations:

- ♣ Local authorities within the neighbourhood of the proposed project.
- ♣ Bona fide residents;
- ♣ Environmental groups;
- ♣ Anybody who is likely to be affected by the grant of environmental clearance;
- ♣ Any association of persons whether incorporated or not likely to be affected by the project.
- ♣ District Officials
- ♣ Association of bus and truck owners/operators
- ♣ Individuals and institutions along the road, deriving economic benefits, like hoteliers, petrol stations etc
- ♣ Community based organizations like Rotary and Lion clubs
- ♣ Elected representatives of each district through which the project roads pass

Following the public notifications of conduct of public hearing the project is placed before the Public hearing panel. Suggestions from the panel are suitably incorporated for finalisation of the design and clearance from the TN Pollution Control Board. District level consultations also included consultations with the local NGOs, institutions and general public for inputs on ecologically sensitive areas.

6.13 VILLAGE LEVEL CONSULTATIONS

Village level consultations have been conducted following wide publicity with the help of posters, notice in print media, slides in theatres and through public address system. The Highways Department, the concerned Panchayat non-officials are made responsible for all the arrangements.

In addition to the general public, the following are invited:

- ♣ Elected representatives of the Panchayats along the alignment
- ♣ Panchayat Union Chairmen
- ♣ Members of the Legislative Assembly concerned
- ♣ Member of Parliament concerned
- ♣ Chairman and Councilors of the Municipality
- ♣ Representatives of shop owners and traders

- ♣ Representatives of the Hotel owners association
- ♣ Representatives of the community organisations like Rotary and Lions Club
- ♣ Local school teachers
- ♣ Local officials
- ♣ NGO's
- ♣ Local leaders and leading professionals like doctors, advocates, bankers, engineers etc.

A graphic and diagrammatic presentation through blow-up charts etc. of the proposed improvements, changes, listing of impacts and mitigatory measures are utilized for the meetings. The following documents are distributed to the participants of the village level meetings:

- ♣ Brief write-up of the Project
- ♣ Statement of Entitlements for the Project Affected Persons
- ♣ Blow up charts of the proposed changes etc., displayed

Audio and video recording of the meeting proceedings is undertaken along with a photographic record. These meetings are conducted at villages to be bypassed and minor realignment sections to seek inputs on the alignment options as also for finalisation of alignment. Gandhigram Rural Institute, Dindigul (TN) was inducted into conducting consultations at village level in Northern Corridor.

6.2 ISSUES AND OUTPUTS

Various issues discussed at different stages of the project are presented in the following sections. The issues have been addressed at appropriate locations in the design wherever feasible. Apart from the consultations documented in these sections, many informal interactions with the stakeholders have taken place as part of the survey works, which had wider implications on the design. Though such sessions have not been documented, the design has been responsive in incorporation of their suggestions. There have been suggestions as part of the consultations for the project, which would have implications on the project scope and objectives. Though such suggestions could not be incorporated in the project, necessary recommendations as appropriate are provided.

6.2.1 CONSULTATIONS IN INITIAL STAGES OF THE PROJECT

Apex level consultations provided inputs in the initial stages of project preparation. These are conducted thrice at the Highways Research Station, Chennai on 22.04.'98, 03.05.'98 and 10.06.'98. Discussions over the issues have been reconciled in the plenary sessions held at the end of the workshops to obtain response from the PIU. Responses from the PIU and the PCC were documented and subsequently incorporated into the design. Salient issues and response of the PIU/PCC are presented in the following sections.

6.2.1.1 *Issues raised in Apex level consultations*

The consultations were convened by the Project Director and were chaired by the senior bureaucrats of the GoTN. Issues raised and response of the PIU/PCC is given in the **Table 6.1**. Location wise conduct of the consultations and other details are presented in **Appendix 6.1**.

Table 6.1: Issue and Responses in Apex Level Consultations

Sl. No	Issues	Responses
1	Regular and periodical interaction with NGOs	Agreed for periodical meetings
2	Mistakes committed in ECR should not be repeated	Agreed that the mistakes will not be repeated
3	Design features of the project corridor should be explained	The details of the cross sections provided. Design changes will be made wherever required.
4	Implication of the CRZ on the project corridor should be studied	Accepted to study the implications of CRZ
5	Possibilities of induce development along the project corridor should be examined critically	Different regulatory agency will be involved in controlling the haphazard development along the route
6	Plantation strategy with the assistance of NGOs and landscape architects.	The NGOs will be involved in the tree plantations and Landscape architects will be engaged in preparation of Landscape plan.
7	Demand for tree plantation along Chennai- Cuddalore route.	The project director agreed for phase wise tree plantation at places where the tree plantation failed.
8	Land Acquisition and rehabilitation	Compensation will be provided, and people will feel better after their rehabilitation.
9	Malignances if the road is raised	Road will not be raised
10	Ground water problem should be studied	Plantation of trees will be made to mitigate the water problem
11	Carrying capacity and induced development of the east cost road should be studied	Induced development is expected for 1500 kms in the inter land in southern district.
12	Drainage pattern of the existing road should be considered. Tanks to be cleaned	Adequate drainage and culvert will be provided and adequate measures will be made.
13	Objective of the project	The objective of the project is to lay the road for local traffic and develop the backward areas.

In addition to the workshops conducted, collectors of all the corridor districts have been consulted by the Task force and presented a project brief. There have been assurances for full co-operation from the government in all districts for the project. Assistance from the government on specific issues as removal of encroachments and payment of compensation to the affected persons was also sought.

6.2.2 CONSULTATIONS FOR FINALIZATION OF ALIGNMENT

Consultations during the project preparation have been a continuous activity involving stakeholders in all major decisions regarding the alignment. The consultations are at district and village levels in the form of public hearings and workshops. Meetings held and the responses were detailed in the following sub-sections.

6.2.2.1. Issues Raised in Public Hearings (District Level) and Response

Public hearing panels are constituted and it is held at district head quarters of all corridor districts. All the meetings are convened by the District Environmental Engineer of the Tamil Nadu Pollution Control Board and chaired by the District Collectors. Chairman of panchayat unions, member of legislative assembly for the districts and other senior officials are present in the Public hearing panel. There has been overwhelming response from all locations of public hearing for the early initiation of project. Issues raised and the response of the PIU/PCC is presented in the **Table 6.2**.

Table 6.2 Issues and Response in Public Hearing Sessions

Sl. No.	Issues	Response
1	Road safety	Sign boards and caution boards will be provided.
2	Avoidance of impact on worship places	Efforts are taken to minimise the impacts on worshipping places. At place where the impacts are unavoidable those structures will be relocated
3	Compensation for loss of assets and livelihood	Compensation for loss of assets and livelihood will be provided as per the R&R policy
4	Realignment for settlement sections	The realignment is not possible where the structures affected less in number
5	Resettlement of the project affected persons and persons from vulnerable sections	Adequate measures are provided in RAP
6	Road side amenities to be provided	Roadside amenities will be adequately provided.
7	Employment for the community in construction	The local community will be engaged during construction activities.
8	Compensation as per market value	Compensation are provided as per the replacement value.
9	Compensation for vulnerable and squatters	Adequate assistances are provided in RAP
10	Drainages and bridges	Drainages and bridges are adequately provided
11	Kallurani-Kulathur road should be taken as project road.	Environmentally and economically the demand is not viable option.
12	Construction activities should not be allowed in the CRZ- I areas (Sea ward side)	Guidelines of MoEF and Pollution control board shall be followed.
13	The impact due to induce development should be addressed.	The impact due to induce development are addressed.
14	Larger trees should not be affected and loss of trees should be compensated	The loss of each tree will be compensated with 4 trees. At places where the tree felling is inevitable the trees will be removed.
15	Air and noise pollution should be taken care	Mitigation measures are provided for air and noise pollution.
16	The bypass for Arcot Town should be included.	Arcot Town stretch is under NH
17	Bridge at Alapakkam	This stretch has been taken under NH
18	Link roads to be improved	The link roads will be improved by state government projects
19	Development Activities should not affect the livelihood of fishermen	The project-affected people will be resettled and rehabilitated as per the RAP
20	The migratory birds at Udayamarthandapuram should not be affected	The sanctuary is 500 m away from the existing road.
21	Ground water pollution should not be allowed	The measures are provided to protect the ground water from the impacts of the project
22	The direction of High Court for the east cost road should be followed	The environmental clearances are obtained from the MoEF

The above responses along with the conditions for clearance of the project have been incorporated into the design and EA reports. Location wise issues, addressal and other details of the consultations are presented in **Appendix 6.1**.

6.2.2.2 Issues Raised in Village Level Consultations and Response

Village level consultations were convened by the local panchayat chairmen, divisional engineers and had representations from the Task Force. The meetings had representations from the PAPs and NGOs active in the region. These have been conducted at about 17 villages between June 1998 and March 1999. Major issues raised in all the meetings and response of the PIU/PCC is presented in the **Table 6.3**.

Location wise issues of the consultation sessions, addressal and other details are presented in **Appendix 6.1**. The responses delivered are suitably incorporated into the design drawings wherever feasible.

Table 6.3 Issues Raised and Responses in Village Level Consultations

Sl. No.	Issues	Response
1	Road safety	Sign Boards, Caution boards, animal crossings and pedestrian pathways in urban sections are provided.
2	Compensation for loss of assets and livelihood	Compensation will be provided as per RAP
3	Resettlement of the project affected persons and persons from vulnerable sections	Provisions are made in the RAP for the assistance of vulnerable
4	Road side amenities to be provided	Road side amenities will be provided
5	Employment for the community in construction	Local Community will be engaged in construction activities.
6	Compensation as per market value	Compensation as per R&R policy
7	Drainages, bridges and ROBs	Adequately provided at needed locations
8	Kallurani-Kulathur road should be taken as project road.	The alignment is economically and environmentally not feasible
9	Larger trees should not be affected and loss of trees should be compensated	The loss of trees will be compensated by planting 4 trees for each tree cut.
10	Air and noise pollution should be taken care	Adequate measures have been taken
11	Bypasses for settlements Milleth Nagar, Sayalkudi	Bypasses are not feasible for smaller towns where the numbers of structures impacted are small in number.
12	Impact on water bodies should be avoided	The impact on water bodies will be mitigated by increasing the storage area and strengthening of embankments
13	Changes in alignment	Changes in the alignment are made at places where ever feasible

6.2.2.3. *Issues Raised in Consultations along bypassed towns and Response*

Consultations were conducted at the towns where construction of bypasses was found feasible. The local Panchayat President in co-ordination with the Divisional Engineer and development branch of the district administration convened the meetings. Panchayat President along with the Task force conducted them between September '98 and March '99. Major issues raised in the consultation sessions and the response of PIU/PCC Task force are documented and presented in **Table 6.4**.

Table 6.4: Issues and Response of Task force in Consultations along Bypass Towns

Sl.No.	Issues	Response
1	Road safety- Cattle crossings, Under passes and accidents were of concern	Sign Boards, Caution boards, animal crossings and pedestrian pathways in urban sections are provided.
2	Compensation for loss of assets and livelihood	Compensation will be provided as per RAP
3	Resettlement of the project affected persons and persons from vulnerable sections	Provisions are made in the RAP for the assistance of vulnerable
4	Road side amenities to be provided	Road side amenities will be provided
5	Compensation as per market value	Compensation as per R&R policy
6	Drainages, bridges and ROBs	Adequately provided at needed locations
7	Larger trees should not be affected and loss of trees should be compensated	The loss of each tree will be compensated by planting of 4 trees
8	Air and noise pollution should be taken care	Adequate measures are provided
9	Avoidance of impact on water bodies	The impact on water bodies will be mitigated by increasing the storage area and embankments will be strengthened
10	Changes in bypass alignment	Changes in the alignment are made at places where ever feasible
11	Link road to the project corridor should be improved	The link roads cannot be brought under the project. They will be taken care by the state government sources.
12	Compensation should be made for loss of community assets	Provisions are made in the RAP for the restoration of the community assets impacted by the project
13	Parking facilities	Parking facilities are not provided in Bypass stretches

Location wise issues and their addressal is presented in **Appendix 6.1**.

6.2.2.4. *Issues Raised in Ecological Consultations and Response*

Consultations for ecologically sensitive areas in the corridor districts are conducted at the district level. These are convened by the agencies responsible for survey of ecologically sensitive areas and the Task force. These were conducted between August '98 and January '99 at district headquarters. Major issues raised in the meetings, the response/conclusions are presented in the **Table 6.5**.

Table 6.5: Issues and Responses in Ecological Consultations

Sl. No.	Issues	Response
1	Loss of private properties were raised	The compensation will be provided for the loss of private properties as per RAP
2	Locations to be studied as part of ecological survey were suggested	The ecologically sensitive areas likely to be impacted by the project corridor were considered for the study.
3	Bird sanctuary Udayamarthandapuram- Noise due to the traffic will disturb the movement of the birds	The bird sanctuary at Udayamarthandapuram is not impacted by the project. The project corridor is 500 m away from the sanctuary
4	Mangroves at Muthupet should be prevented	The mangroves at Muthupet are far away from the project corridor
5	Details of the cross sections	Details of the proposed cross sections explained
6	Safety of peacocks in Ramanathapuram Tuticorin stretch	Sign boards will be provided indicating the movements of the peacocks
7	Restriction of development along the CRZ	The project has got clearances from the MoEF for the construction activities including CRZ areas.
8	Loss of trees should be compensated and the trees should be local species	The loss of trees will be compensated at the rate of 1: 4. Local species are recommended

Issues specific to the district and conclusions arrived at along with identified spots for ecological evaluation are presented in **Appendix 6.1**.

6.2.3 CONSULTATIONS DURING INDEPENDENT REVIEW AND CONSOLIDATION

Consultations have been carried out during the independent review and consolidation exercise to assess the adequacy of issues addressed. Certain environmental and social concerns raised during earlier consultations in the project preparation had to be completely addressed. The consultations have provided necessary inputs for verification of baseline information presented in the EA and information on PAPs of residential, commercial as well as community properties. Consultations with various officials were also carried out during the review and consolidation exercise. Major issues from the consultations are presented in the following sub-sections.

6.2.3.1. *Environmental Issues*

Consultations are carried out during May '02 and August '02 to identify and verify any impacts likely on the environment. The corridor being passing close to the reserve forests and sanctuaries, the respective forest officials are contacted. Since the eastern corridor is close to the coast and stakeholders/NGOs expressed concern on the landuse changes and induced development, such NGOs and PAPs are consulted for their feedback on the project. Major issues and outcome of the consultations are presented in **Table 6.6**

Table 6.6 Issues and Outcomes in Consultations during Independent Review

Sl. No	Issue	Outcome
1	Impact on Reserve forests: Northern corridor cuts across Mudanai and Kelur RF and passes close to 9 RFs, with distances varying from 0.5km to 8 km. Impacts were anticipated.	Consultations indicated deer crossing the corridor at Parvatamalai and Mudanai but no impacts are envisaged. Mitigation measures as waterholes to be provided to prevent animal crossings. Minutes of the consultations conducted are presented in Appendix 6.2(i)
2	Impact on wildlife sanctuaries: The eastern corridor is at a distance of about 7 km from the islands of Gulf of Mannar Marine Sanctuary and 0.5km from Udayamarthandapuram bird	Consultations with the Wildlife warden of Gulf of Mannar and foresters of the Bird sanctuary indicated no impacts on the fauna. Minutes of the consultations are presented in Appendix 6.2(ii)

Sl. No	Issue	Outcome
	sanctuary. Impacts were anticipated.	
3	Tree Plantation Strategy: Concerns are expressed on survival rate of the species and the provision of shade with the existing plantation scheme	Consultations with the landscape specialists and the Assistant Conservator of Forests provided inputs to formulation of plantation scheme. Plantation of saplings of aged between 1.5 and 2 years increases the survival rate. Monitoring of survival upto 2 years after planting also increases chances of survival. Minutes of consultations with the ACF are presented in Appendix 6.2(iii)
4	Higher impact on cultural properties	Consultations with the PIU officials on site facilitated reduction of impact on cultural properties at: <ul style="list-style-type: none"> ♣ Tapovanam temple at km. 75.800 in TNRSPO1(N) ♣ Mosque at Sambaipattinam, km. 29.700, TNRSPO2 ♣ Temple and church compound wall at Tharavaikulam, km. 10.000, TNRSPO3
5	Landuse changes: Widening of the corridor is likely to induce development, causing high water utilization and consequently increase ground water usage.	Consultations with the concerned NGOs, Govt officials, institutions provided inputs to a study on the likely landuses, study of existing water quality and framing up of requisite controls. Minutes of consultations held are presented in Appendix 6.2(iv to vi)
6	Concerns are expressed over proliferation of Shrimp farms along eastern corridor due to improved connectivity	Consultations with the shrimp farm owners indicated that expansion of the industry is dependent more on availability of disease free coastal reaches and other set of indicators. Implementation of the project will facilitate faster transportation but impact on proliferation is minimal. Consultation with the shrimp farm owners is presented in Appendix 6.2(vii)
7	Concerns are expressed over proliferation of salt pans along eastern corridor due to improved connectivity	Consultations with the saltpan operators indicated that salt pans have been set up at locations where brackish ground water and soils overlain with clay are present. Implementation of the project will have minimal effect on the expansion of the salt pans. Consultation with the salt pan owners is presented in Appendix 6.2(vii)
8	Impact on Mangrove plantation is expected due to their proximity to corridor and conservation is envisaged	Consultations with the MSSRF site unit at Muthupet on conservation aspects revealed that conservation of mangroves are labour intensive, need continuous involvement of the community. Avoidance measures during construction are devised subsequently to have least impact on the habitats. Minutes of the consultation are presented in Appendix 6.2(viii)

Outcome of the consultations and relevant changes in the design are being incorporated into the final design.

6.2.3.2. Social Issues

Consultations for social aspects of the project were conducted simultaneously with the above consultations. The consultations with officials also involved verification of the PAPs. Certain consultations provided inputs to finalisation of resettlement issues as also the modalities of provision of resettlement sites. All these consultations have been documented and presented as **Appendix 6.3**. Major issues and outcome of these consultations are presented in **Table 6.7**.

Table 6.7: Major Issues and Outcome of Consultations during Independent Review

Sl. No.	Issues	Response
1	Resettlement site at Timiri (TNRSPO1, km. 8.000) found to be unsuitable	Agreed to identify an alternative site. The PIU was suggested to evaluate the resettlement sites. Minutes of the consultation are presented in Appendix 6.3(i)
2	The land owner of the resettlement site refused to provide his consent at Alaganandal (TNRSPO1(N), Km.97.600)	LA officer agreed to look for an alternative site or the consent of the landowner will be received. Minutes of the consultation are presented in Appendix 6.3(ii)
3	The villagers at K.Pondi (TNRSPO2, Km. 76.200) requested to shift the alignment further on the western side of the road to avoid the impact on the school, graves of three saints and a pond.	The LA officer and the PIU agreed for further action. Minutes of the consultation are presented in Appendix 6.3(iii)

Sl. No.	Issues	Response
4	At Tapovanam (TNRSP01(N), km. 75.800) the proposed alignment impacts the temple tower and properties along the road side owned by the Mutt	The PIU agreed to take necessary actions. Minutes of the consultation are presented in Appendix 6.3(iv)
5	At Kannivayal (TNRSP02, km. 19.400) the socio-economic census survey found to be missing and the local people demanded for modification of the alignment	The missing PAPs will be surveyed at the time of implementation. The alignment modification issue was forwarded to PIU. Minutes of the consultation are presented in Appendix 6.3(v)
6	At Keelakarai the PAPs expressed the distribution of the compensation is inadequate.	The land values are finalized as per the market survey established by the LA officers. Minutes of the consultation are presented in Appendix 6.3(vi)
7	Modification of alignment at Puthukudi village (TNRSP02, km. 56.000) was suggested by the LA	The issue will be examined by the PIU at the time of construction. Minutes of the consultation are presented in Appendix 6.3(vii)
8	Estimation of building values	The building value to be estimated with the assistance of the PWD (Buildings). Minutes of the consultation are presented in Appendix 6.3(viii)
9	The involvement of the Directorate of Rural Development Agency (DRDA) in the implementation of the R&R	The Deputy Director DRDA agreed to extend the co-operation in the implementation and suggested to start the procedures in this regard. Minutes of the consultation are presented in Appendix 6.3(ix)
10	The issues in implementing the RAP was discussed	The guidelines and mechanisms were suggested. Minutes of the consultation are presented in Appendix 6.3(x & xi)

6.2.4 FOLLOW UP CONSULTATIONS

Following the design incorporating suggestions from public consultations, finalized design has been presented to the stakeholders for further comments and suggestions. These have been conducted as landuse workshop and stakeholders workshop. Suggestions from landuse workshop on induced development conducted on 25th September '02 have been incorporated and finalized for presentation in the stakeholders workshops.

6.2.4.1. Landuse workshop

Due to the anticipated developmental impacts and associated implications on the ground water resources, a study on the induced development was conducted and findings of the study placed for discussion in landuse workshop. The workshop was aimed at arriving at suitable mechanisms for management and control of landuse along the eastern corridor. The participants for the workshop included the PIU, representatives from Department of Town & Country Planning, PWD (Ground water), Directorate of Town Panchayats, Department of Fisheries and academicians. The outcomes of the workshop have provided inputs into finalisation of mechanism to control induced development impacts along the project roads. It is presented in the induced development section of the Chapter 8: Environmental management measures.

6.2.4.2. Stakeholders' workshop

Stakeholders' workshop at state level was conducted by the PIU at Chennai on 24th October '02. There have been representations from the NGOs, PAPs apart from the various government departments, both at the districts and state levels. The stakeholder workshop provided a platform to the PIU for presenting the project proposals to the stakeholders and gathering the perceptions and inputs for consideration in the project, based on which the suggestions/comments/grievances were solicited. Suggestions obtained were incorporated into the design to the extent possible.

In continuation of the state level workshop, two more regional level workshops¹ were conducted in November 2002:

- (i) At Tiruvannamalai along northern corridor (TNRSP01) and
- (ii) At Ramanathapuram along eastern corridor (TNRSP02, 03 and 04).

Major issues raised in the stakeholders' workshop and the response of PIU are presented in **Table 6.8**.

Table 6.8 Issues and Responses in Stakeholders' Workshops

Sl. No.	Issues	Response
1	The issue of road safety was raised	Road safety audit study has been initiated to identify the hotspots and to provide the mitigation measures
2	Compensation to the project affected persons	Compensation will be provided as per the RAP
3	Procedure for fixing up the land values	Land values are fixed up as per the market values received from the sub registrar office
4	Demand of bypass for Jayamkondam town	It was clarified that during the consultations the locals demanded for an alignment through the settlement. There is adequate land available within the settlement. A CoI, applicable to urban sections is adopted and consequently the extent of impact will be limited to 2 to 3m. Also, during the feasibility study provision of bypass for Jayamkondam town found to be unviable.
5	Adoption of wider roadway of 12 m even in the stretch from Tirupondi to Tuticorin where there was a representation for restoration of the roadway to 12m as against the 9.0m adopted.	Reduced roadway was adopted considering the traffic, environmental and social impacts. The designs and BoQs have been finalised accordingly.
5	Demand for taking up the alignment through the settlements of Ervadi, Keelakarai	The alignment was dropped due to the economic and environmental reasons.
6	Avoidance of tree cutting and compensation for loss of trees	The trees lost due to the project will be replaced at the ratio of 1:4
7	Maintenance mechanism for road side trees	The trees planted by the project will be taken care by the forest officials deputed for the project.
8	Toll collection for the road users	Toll collection for the roads yet to be decided
9	Alignment through Kallurani-Kulathur	The alignment option is not viable due to economic and environmental reasons.
10	Water requirements for construction especially in Ramanathapuram district	EMP provisions provide for measures to avoid ground water extraction. Water from community sources will not be used for construction. All requisite clearances from the Government Departments as the Ground water board, Department of Irrigation will be obtained by the Contractor prior to extracting water from any water source. Stretches where there is a potential for water scarcity or non-availability of water sources have been identified. Water consuming activities will be undertaken during the wet seasons. Intensive monitoring of water extraction for construction will be ensured by the Supervision Consultant and the PIU. Further, there was an assurance from the District Administration that no over-exploitation of water for construction at the expense of the community needs will be permitted.
11	Induced development along the coast due to tourism activities to be studied	A mechanism for management and control of land use along the eastern corridor has been worked out based on The governmental agencies involved in land use regulation will be approached. Agreed for initiating a study on coastal tourism and induced development.
12	Additional time for reviewing the reports	The NGOs were given additional 7 days to submit their comments on EA, EMP and ESMP and RAP documents

¹ One each for the eastern and northern corridors.

Sl. No.	Issues	Response
13	Change of alignment at Thiruvannamalai bypass to protect the livelihood of the PAPs, who already lost their land for district collector's office Building, again losing their land for this project.	The District Administration will provide assistance to the people who lost their land for both the district collector's office building and TNRSR on a case-to-case basis.
14	Assistance for the restoration of the livelihood	Adequate assistance will be provided for restoration of livelihood as per the RAP.
15	Assistance for the Vulnerable	Vulnerable PAPs will be provided with additional supports as per the RAP
15	Quality of the road	The construction of the road will be as per the IRC standards
16	Avoidance of dust due to the use of powdered chips over the top coating	Construction materials will be as per the standards specified in the BOQ. Mitigation measures are provided to control dust due to construction activities.
18	Demand for ROB and construction of new bridges	New bridges and ROB's are provided at places required.
19	Employment during construction	Local people will be engaged in construction activity

Outcome of the consultations has been commensurate with the design. Hence no major modifications in the design are envisaged. Location wise issues raised in the workshops, their addressal/response and other details are presented in **Appendix 6.1**.

6.2.4.3. *Disclosure of Information*

Prior to conduct of Public hearings in the districts, documents of environmental and social assessments were made available to the public at the respective district libraries. They have also been provided for reference of interested NGOs. Subsequent to the modifications in design with inputs from these public consultations, finalized design has been presented for Stakeholder workshops. Consolidated Environmental Assessment, Environmental Management Plans and Resettlement Action Plans prepared for the finalized designs were also placed in all the district libraries for reference before conduct of stakeholder's workshop. Electronic copies of the same are placed over the website of TNRSR for download. In addition, a project brief has been provided along with invitations to the participants of the stakeholder's workshop. The enhanced transparency due to disclosure of information has been supportive to the project.

Filename: Community consultation for EA
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Title: 6
Subject:
Author: Satish
Keywords:
Comments:
Creation Date: 17-Feb-03 6:10 PM
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Last Saved On: 04-Mar-03 12:05 PM
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Total Editing Time: 2 Minutes
Last Printed On: 08-May-03 1:19 PM
As of Last Complete Printing
Number of Pages: 11
Number of Words: 5,485 (approx.)
Number of Characters: 31,265 (approx.)