

**APPRAISAL REPORT
OF
THE MULTI-DISCIPLINARY EXPERT GROUP FOR
THE EVALUATION OF SOCIAL IMPACT
ASSESSMENT STUDY OF LAND ACQUISITION FOR
THE EXPANSION OF KANGRA AIRPORT,
HIMACHAL PRADESH**



**SUBMITTED TO:
DEPARTMENT OF TOURISM AND CIVIL AVIATION
(HP GOVERNMENT)**

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1. BACKGROUND

Kangra district is the most populated and economically significant district of Himachal Pradesh. The economy of district Kangra is backed by agriculture, Kangra tea, citrus fruits, small business and Tourism. Tourism is an important part of Kangra's economy by way of adventure tourism, Religious and Heritage Tourism, Wildlife tourism, Eco-tourism, Sports tourism and health tourism that is attracting tourists and pilgrims from all over the world and also from Indian sub-continent Dharamshala has world's highest cricket ground where national, international and IPL matches are played. Dharamsala is the most visited tourist destination and well famous as the abode of Dalai Lama -spiritual guru of Tibetans. Other renowned tourist destinations in Kangra include Palampur, famous for beautiful tea gardens and majestic view of Dhauladhar, Bir billing-famous for Paragliding, Pong Ramsar site- famous for Migratory-Birds and Religious shrines and heritage sites, that are situated in the vicinity of Kangra Airport, can easily be approached by tourists. Majority of people of Kangra are accruing their family income from agriculture sector and agricultural yields are instrumental in the fulfilment of people's livelihood needs; yet, average income per family is not high as per the standards of prosperous economies. In view of this, the only game changer sector which could bring in a paradigm shift in increasing people's economic status is Tourism and Civil Aviation. But the major bottleneck in development of this sector is lack of proper, reliable, safe and fast transport system. Presently limited flights of Civil Aviation companies like Indigo, Tata owned Air India and Spice Jet are operating on Delhi- Kangra and Kangra- Chandigarh routes ferrying only a limited number of tourists and local passengers, because big Aircrafts cannot land on kangra Airport due to small Run Way(1370 meter long) with load penalties .As a result, airfare is high and non-affordable to most of the tourists, local passengers, sick persons and students who need to travel to various destinations like Chandigarh, Shimla and New Delhi in health emergency, education and business needs. Given the great potential for tourism, strategic importance and increasing defence requirements, Himachal Pradesh government is committed to create World class aviation facilities in Kangra district. Under the expansion of the existing kangra airport thereby enhancing the length of the existing run way from 1370 metre to1920 meter under first phase and from 1920 meter to 3110 meter under second phase, keeping in view the Obstacle level Survey conducted by AAI in March, 2021 that suggested to immediately expand the existing small run way with load penalties. Now, the govt. of H.P. has decided o acquire lad to both the phases proposed for expansion of airport in larger public interest. The proposed land

acquisition for the Expansion of Kangra Airport has been proposed to be developed by H.P. Department of, Tourism and civil Aviation through Public Works department, Kangra Administration and other stakeholder departments and agencies by inviting tenders from competent contractors for the construction of the infrastructure and other activities.

The process of acquisition of the proposed land measuring 147.7587 hectare in 14 Muhals of Kangra Tehsil and Shahpur tehsil of District Kangra(HP) is to be executed as per the procedure and guidelines specified in the Act & Rules given below:

1. Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013 (RFCTLARR Act 2013)

- As per section 4 of the RFCTLARR Act 2013 and Himachal Pradesh Social Impact Assessment Rules 2015, a Social Impact Assessment study (SIA) is required to be carried out before initiating the land acquisition under section 11 of the said Act. Accordingly, consultation process with concerned muhals and project affected families/population was carried out for assessing the social impact on the land proposed to be acquired. The SIA report prepared by S.R. Asia has been elaborated on the following points related to the project: -
- Enumeration of the Land losers
- Socio-economic profile of affected revenue villages (Muhals)
- Number of families to be displaced
- Number of built-up structures to be affected and their nature of use
- Inventory of stake holders i.e., Project affected families and Project affected people
- Inventory of vulnerable groups like women headed households, land less people, sick and single members
- Assessment on the extent and intensity of positive and negative social impact of land acquisition and project implementation
- Social Impact Management Plan (SIMP).

2. CONSTITUTION OF EXPERT GROUP

Himachal Pradesh Government/ Department of Tourism and civil Aviation to HP government has constituted an independent multidisciplinary expert group vide Notification No. TSM -F (6)-1/2015-ii-L Dated: Shimla-02, 19.04.2023 (Annexure-1) for appraisal of Social Impact Assessment report prepared by SIA Team under U/S 7(1) Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act 2013 for the purpose of the Expansion of Kangra Airport. The expert group consists of following officials /non-officials: -

1. **Dr Sanjay Kumar Dhiman HAS**, The Deputy Commissioner(R&R), Raja ka Talab, Fatehpur District Kangra, Chairperson- Multi-disciplinary Expert Group and Rehabilitation Expert
2. **Shri Balwan Chand HAS**, Joint Secretary (Revenue) to the govt of Himachal Pradesh- Rehabilitation expert
3. **Prof Vishal Sood**, Professor of Education, Central University Of HP, Dharamsala, District Kangra (HP) Non-Official member and Social Scientist
4. **Dr Sashi Poonam**, Associate professor (SOCIAL WORK) Central University of HP, Dharamsala, District Kangra (HP) Non-Official member and Social Scientist
5. **Shri Vinod Kumar Puniyal**, EX.GM(Arch)- Technical Expert
6. **Pradhan, Gram Panchayat Gaggal**, Tehsil and District Kangra (HP) – Representative of Panchayat
7. **Panchayat and Pradhan, Gram Panchayat Rachhyalu**, Tehsil Shahpur District Kangra (HP)—Representative of Panchayat (Annexure 1)

3. MANDATE OF THE EXPERT GROUP:

The Expert Group constituted **under 7(1) of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and resettlement Act, 2013** should assess the following mandates after going through the Social Impact Assessment Study: -

- i). Whether the Project serves any public purpose?
- ii). Whether Potential benefits outweigh the social costs and adverse social impact?
- iii). Whether there is other less displacing option available with effective rehabilitation plan?
- iv). Whether the extent of land proposed to be acquired is the absolute bare minimum extent needed for the project?

4. PARAMETERS ADOPTED FOR EVALUATION

4.1 INTRODUCTION

Three formal meetings of office bearers of Expert Group were held, first on 12 May 2023 at 11 am in Dharamsala and two meetings on 2 June,2023, first meeting in the first half at 11.30 am and another in the second half the same day at 4pm were held along with some informal interaction amongst the members to examine the recommendations of SIA Report.

4.2 PARAMETERS FOR EVALUATING SIA REPORT

The expert group after due deliberations considered the following parameters for evaluating the SIA report:

- a) Appropriateness and completeness of the process adopted for the social impact assessment study (SIA)
- b) Extent of transparency and quality of participation of different stakeholders in the SIA process
- c) Social profile and social indicators
- d) Identification of vulnerable groups
- e) Effectiveness of Social Impact Management Plan (SIMP)
- f) Public perception and redressal of public concerns
- g) Public interest served
- h) Social costs vis-a-vis adverse social impacts
- i) Rehabilitation and resettlement and relief aspects

4.2 (a) Appropriateness and completeness of the process adopted for the SIA study

The Social Impact Assessment Study is an essential component in the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR Act, 2013), Chapter II section 4(1) Social Impact Assessment (SIA) study requires a significant and comprehensive perfection in terms of data authentication, the quality with extremely thorough, careful and in-depth assessment, presentation of balanced and comprehensive views, so as to function as a technical document, based on which decisions about the development of the proposed project can be made.

According to the SIA report on the expansion of Kangra Airport, the study team from SR Asia collected the data and required information from official records; stakeholders, consultation through Participatory Rural Appraisal (PRA), desk research, village level Performa, instructive context for group discussion, Data Analysis Village survey conducted among the directly affected families (families who are living near the land proposed to be acquired and families who are likely to lose their land). In addition, SIA team also conducted field visits to assess the ground reality of the land acquisition and to prepare the SIA Report showing the social impact on such families.

The expert group after reviewing the methodology and approach followed for undertaking of the said study is of the considered opinion that the procedure adopted was wholesome, complete and was in consonance with the guidelines prescribed in the Act & Rules laid for this purpose.

4.2 (b) Extent transparency and quality of participation of different stakeholders in the SIA study

For the preparation and assessment of the social impacts people participation was ensured through Participatory Rural Appraisal (PRA) exercises, public consultations and by organizing Focused Group Discussions. The SIA team had undertaken elaborate public consultations in the affected areas. They are aware of the likely negative impact and future benefits of the project. This was done so as to enable them to understand the impact of the project clearly. The nature of the issues raised and concerns expressed during public hearings and through their representations covered all aspects of social impacts and rehabilitation & resettlement.

The Expert Group expresses its satisfaction in the process of SIA study.

4.2 (c) Social profile and Social indicators

Proposed project Airport Expansion is at Kangra in Himachal Pradesh. The total land area required for the project is estimated to be 147-75-87 hectares covering 14 muhals, (10 muhals and 4 muhals of Kangra Tehsil and Shahpur Tehsil, respectively).

Out of 147-75-87 hectare total land proposed to be acquired, total extent of 25-10-64 hectare (16.99%) land proposed to be acquired is government land and the rest 122-66-23 hectare (83.01%) land proposed to be acquired is private land.

The proposed 147-75-87 hectare land is to be utilised for the expansion of Kangra- Airport in Himachal Pradesh.

The project is likely to give a boost to the aviation and tourism industry in Himachal Pradesh, particularly Kangra district.

The project will ensure adequacy of seamless, speedy and hassle-free air services with affordable airfares to tourists who intend to visit Kangra and other parts of Himachal Pradesh and take benefits of Health, yoga, nature walks, and adventure and wildlife tourism.

Project is likely to benefit the local passengers, sick persons, business persons and students. Project will provide affordable airfares to the sick patients and their wards who need to visit PGI Chandigarh and AIIMS New Delhi for emergency treatment. Secondly the project will help the students and job aspirants to visit examination centres and educational institutes and finally absorb them in the construction work and allied activities. Local business and farmers with their harvests can also use low airfares to visit business centres and markets.

It appears from the study that, the sustainable planning of the project requires an adequate land in the proposed site for the expansion of Kangra Airport project which has been estimated to be 147-75-87 hectare.

All existing temples, houses, commercial complexes, educational buildings, restaurants, sham Ghats, playgrounds, Kisan-Bhawans etc. shall have to be dismantled and local rivulet Manjhi-khad along with adjoining small nallahs which are flowing through the project area will have to be properly channelised before the commencement of the Airport expansion work after the land acquisition process is duly completed.

It is, therefore, endorsed that adverse socio-economic impacts should be offset by evolving specific Social Impact Management plan and an exhaustive R&R plan for empowering displaced families with alternative employment options and by providing them with the tools to create sustainable new livelihoods.

4.2 (d) Identification of vulnerable groups

The SIA report identifies the vulnerable PAFS like physically and mentally challenged, women-headed households, single & aged people and landless labourers, etc. who will face more adverse impact due to land acquisition for the expansion of Kangra Airport.

The Expert Group is satisfied with the efforts made for identification of the vulnerable groups and suggests that the resettlement plan must consider their vulnerability-specific needs and ensure that they are considered during the

resettlement planning and application of mitigation measures for providing possible assistance as admissible under the R&R Policy of the requiring body.

4.2 (e) Effectiveness of Social Impact Management Plan (SIMP)

The Social Impact Management Plan (SIMP) is necessary to address the negative impact of land acquisition; SIMP consists of a set of institutional measures to be taken during the design, construction and operational phase of the project to eliminate adverse social impact to offset them to acceptable levels. The main aim of the SIMP is to ensure that the various adverse impacts are mitigated and the positive impacts are enhanced.

On the whole, it is concluded that the process of land acquisition has both positive as well as adverse impacts. But the positive impact of this project outweighs the negative ones. Keeping overall scenario in view, it is found that the proposed expansion of the Kangra Airport would benefit the entire people of Kangra district, especially those who are living in and around the Airport in terms of better livelihood support system with the increase in the footfall of tourists, thereby increasing better and reliable job opportunities and incomes for them.

After deliberating on the initiatives suggested as part of the SIMP, the Expert Group observed that the suggested mitigation plan has covered all aspects of impacts identified as a part of SIA study.

4.2 (f) Public perception and redressal of public concerns

It was observed that as part of SIA exercise pre land acquisition census and public consultations were done, besides Focused Group Discussions (FGD) and Participatory Rural Appraisals (PRAS) for capturing the perceptions and expectations of the community and families who are likely to be impacted on account of expansion of Kangra Airport and land acquisition process therefore.

Expert Group was satisfied with the number and spread of public hearings conducted in 14 affected mahals of Kangra and Shahpur Tehsils in district Kangra for capturing community perception on the impacts and expectation from the project. Some of the common issues that emerged during such interactions were:

- To provide highest compensation as per market value/ circle rates for lands in rural areas and other benefits as per the Land Acquisition act/rules. Rehabilitation and Resettlement plan as per the Act for the displacing families including those projects affected families which were displaced during the construction of other projects previously.

- To provide employment opportunities to the Project Affected Families/ Project affected people in the project as per RFCTLARR Rules 2014 and the problem of water logging and flooding on account of expansion of Kangra Airport be addressed through integrated Water Management Plan and channelization of Manjhi Khad and adjoining nallahs.
- Preference is given to Project affected families and Project affected people and they be provided employment as per their merit in the construction work of Expansion of Kangra Airport and related activities.

The Social Impact Assessment Study also focussed on the following points:

- The expanded Kangra Airport will provide long term and short-term benefits along with improved and better livelihood avenues to the affected populace in the project area and would facilitate the aviation sector and tourism in Kangra.

Suggestion of Project affected Families to construct Green Airport at Borkwalu and Lunj and proposal to expand the existing Airport from west to north side towards Sarah -Dharamshala be considered first and expansion of the Airport as suggested by Airport Authority of India Obstacle Level Survey (OLS) be taken up as a last resort.

- The project also would induce the living standards of the local community of kangra people also to ensure Expanded Airport was with world class aviation infrastructure and facilities at kangra.
- Improved aviation facility would be greatly useful to tourists and pilgrims who intended to visit religious and heritage sites and other tourist places in kangra.
- The proposed project would benefit sick persons, who needed to get airlifted and needed to visit PGI Chandigarh and AIIMS New Delhi. The proposed project would benefit business persons, farmers and students who could take benefits of affordable airfares for various needs.
- The educated and technical people of Kangra would get good employment opportunities in Project work.

The proposed project is one the major remarkable initiatives to make the Kangra an advanced district in civil aviation and tourism sector and also a self-sustainable economy.

Expert Group is in agreement with various recommendations made as part of the SIA report on the aforesaid aspects and further suggests that the compensation package as part of 2013 Act should be the highest.

Since land is an important physical asset and agriculture is a main source of livelihood in the project area, therefore, the compensation cost for loss of private agriculture land and loss of livelihoods of the Project affected families and project affected people ought be paid as per the existing Act/ Rules for the project.

It was observed that in principle it would be imperative to keep the land acquisition at bare minimum and any recommendation for acquiring additional land needs to be avoided. However, at the stage of actual measurements and land mutation process if it was observed that only small patches and fragmented landholding adjoining to the acquired land are left out and the same could not be put to any productive use by the Project affected Families, the requiring body might consider acquiring the same by obtaining the necessary permission from the competent authority.

4.2 (g) Public Interest served

Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RTFCTLARR Act, 2013) defines eight types of land acquisitions as public purpose, one of which is "Acquisition of land for projects administered by Government or Government aided **infrastructure Project including Aviation infrastructure**. The project has its own importance since the world class aviation facilities and infrastructure proposed in the Expansion of Kangra Airport is meant to serve public purpose.

Thus, the Expert Group is of the view that the proposed project is of immense public service purpose.

4.2 (h) Social costs vis-a-vis adverse social impacts

The proposed project would bring more aviation facilities on affordable airfares to tourists and also local sick persons, business-persons, students, pilgrims who needed to utilize affordable air services to visit New Delhi, Chandigarh, Shimla, etc. for different purposes like health, business, education and religious journeys. It would provide better livelihood avenues to the local people and increase their income by boosting up the Tourism and allied activities.

With respect to the acquisition of land on which temples, educational institutions, Commercial complexes, bore- wells, agricultural lands, etc. or allied facilities are situated, legal procedures subject to The Hindu Religious and Charitable Endowment Act of 1951 and other relevant acts/ Rules concerned with land acquisition have to be followed. Measures may be taken by the government to mitigate the concerns of affected families regarding this.

The Himachal Pradesh Government should try to provide highest compensation to the Project Affected Families/people whose land is proposed to be acquired, before clearing the private structures/improvements on the land for commencing any construction activities of the proposed project of expansion of Kangra airport.

The Government should also take all necessary actions to employ local communities as labourers for logistics of materials & construction of the infrastructure rather than bringing outside labourers and give preference to Project affected families in various skilled and semi-skilled jobs in Project work. The Expert Group concluded that the estimated social cost for the implementation of SIMP and land compensation as part of the 2013 Act shall be much less as compared to the long-term benefits of the said project.

4.2 (i) Rehabilitation and resettlement and relief aspects

Land is a precious resource for the landowners and also an important source of livelihood. For undertaking any development work, land is a basic requirement. But, with the acquisition of land for such activities, there is likelihood of displacement of local communities from their land leading to economic, social and cultural disruption. However, the process of resettlement in any project is always associated with pains and pleasures of the affected people as it will incur both benefits and losses.

Compensation in term of cash to the affected families for their losses of land, house and other structures on account of Expansion of Kangra Airport is merely not sufficient as land owners are sentimentally attached to their lands due to their long association and dependency. Since the resettlement is likely to affect all the major determinants of people's life, occupations, housing conditions, Lifestyles, social relationships and social support systems, therefore, Resettlement and Rehabilitation (R&R) Plan for project affected families should be formulated in association with state government, district administration and representatives from affected families and other stakeholders in the area.

The Expert group suggests that R&R package must include the following provisions:

- **Compensation**

Under section 26 of Right to Fair Compensation and Transparency in Land Acquisition, rehabilitation and resettlement Act, 2013 **Factor two** should be used to calculate land value for the rural areas based on distance from the project and **Factor one** should be used to calculate land value for urban

areas and according Highest compensation as per provisions of Act be paid to the Project affected families and eligible persons

- **Physical Rehabilitation**

The adverse social impact is that proposed land is being used for agriculture, Horticulture and allied activities and is covered with houses, trees, Temples, kisan bhawans, Anganwadis, Shamshan ghats, irrigation channels, poultry farms, Tube and Bore-Wells, Electric poles, Restaurants, Commercial complexes and Shops, Houses, buildings of Police Thana, Schools, etc, **so there is requirement of Physical resettlement under the relevant Act.**

***Economic rehabilitation**

- (1) Provision for Housing facility under Indra AwasYojna, land to scheduled castes/tribes' subsistence-allowance, transportation cost, assistance for agricultural/ horticultural activities and non-farm economic activities, etc. be made as per the Act
- (2) The land holders who have been living for long in the land to be acquired are sentimentally attached with it. During the public hearings, they have expressed many concerns and apprehensions about their livelihoods, business and apprehensions about future life. Therefore, the rehabilitation and resettlement plan should be prepared, taking into consideration all their apprehensions, concerns and aspirations of the people, because rehabilitating the affected families without providing them assured economic and social viabilities could pose a threat to their survival.
- (3) Solatium charges as per the provision of the Act.

*** Evaluation of Social Impact Assessment Report and individual and expert - opinions by members**

Social Impact Assessment Study is an essential component in the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR Act, 2013), Chapter II section 4(1). Social Impact Assessment (SIA) study requires a significant and comprehensive perfection in terms of data authentication, the quality with extremely thorough, careful and in-depth assessment, presentation of balanced and comprehensive views expressed the project Affected Families and Local people.

The said Expert Group held three formal meetings, one on 12 May,2023 and two meetings on 2 June, 2023, one at 11.30 AM and Another at 4 PM in

Dharamshala and critically evaluated the recommendations, social costs, adverse impacts and Social Impact management plan contained in the Social Impact Assessment Report on the project -expansion of Kangra Airport. The details of the individual- opinion and inputs of sub groups on the recommendations of SIA report, benefits and adverse social impact of the project are as under: -

(1) Opinion of Rehabilitation-Group. It was opined by this group that total extent of land proposed to be acquired for the project had been estimated to be 147-75-87 hectares was situated in 14 muhals, (10 and 4 muhals of kangra and Shahpur tehsils, respectively), which was bare minimum extent for the project. Regarding payment of compensation, it was deliberated that Highest provision for compensation would be proposed to be paid to the project affected families/project affected people as per the Right to fair compensation and transparency in Land Acquisition, rehabilitation and resettlement, Act,2013 and all possible measures such as grievance addressal mechanism, health, drinking water facilities, skill-development, temporary accommodation, land allotment to SC/STs ,etc. were incorporated in Relief and Rehabilitation Plan and Social Impact Management plan to mitigate the adverse social impact on the affected families/ people, especially vulnerable persons such as women, single and aged persons ,women headed households and agricultural Laborers.

(2) Opinion of Social Scientists -Group

It was opinion by Social Scientist -Group that SIA Report had been prepared by AR Asia a consultant agency giving all the details about socio- economic profile of the project area and total 11539 persons (5801 males and 5738 female) would be adversely affected on the acquisition of land in 14 revenue -villages. According to the members of this sub -group, the SIA Report contained among other aspects of the project, a comprehensive SIMP (Social Impact Management Plan) to mitigate the adverse Social Impact of the project. They also reported that full appropriateness and completeness of the process, transparency, participation of stakeholders, identification of vulnerable groups, etc. was adopted for the SIA study. Expert group after reviewing the methodology and approach followed for undertaking the said study was of the considered opinion that the procedure adopted was wholesome and complete, sample size and data analysis was in consonance with the guidelines prescribed in the Act& Rules laid down for this purpose.

3) Opinion of Panchayat Representative-Group

The public representative's - group was of the opinion that the expansion of existing Airport after construction of a bridge across Manjhi -Khad as proposed by Airport Port Authority as per Obstacle level survey would result in a large scale of displacement of a big populace and loss of their livelihood support, social fabric and business. They insisted that green airfield should be constructed at alternative sites namely Lunj and Borkwalu as suggested by project affected families and local or the option of expansion of existing Airport from west side to north side-towards Sarah- Dharamshala be explored. They were also of the opinion that and expansion of the existing Airport as per the AAI's Obstacle level survey be taken up as last option. **It was also suggested by this expert group that a satellite -town catering to the commercial as well as residential needs of local people be planned in the radius of 5 kilometres from the airport and preferably in same developmental block.** They also suggested for making arrangements for electricity, water medical facility, food and temporary sheds for women, etc. during transition period. Pradhan Gram Panchayat Rachiyalu demanded for engaging the unemployed persons, especially youth from project affected families and local area in skilled and semi-skilled jobs in project. Panchayat representatives group has also submitted their opinion notes/suggestions and requested the Himachal Pradesh Government to consider them sympathetically. (Annexure 3)

(4) Opinion Of Technical Expert

1. The technical expert clarified that expansion of a green field Airport at suggested sites i.e., Lunj and Borkwalu seemed to be not feasible in the first instance, because those sites were located quite far from the central location and construction of green field airport involved huge costs, long time line and legal requirement for 'Non objections/clearances' from multiple -agencies, which was again a time-consuming process. He further clarified that expansion of existing Airport from west to north side-toward Sarah -Dharamshala due to close proximity to high hills seemed also to be non-feasible. He explained to the members of Expert Group that through google earth soft-ware. He was of the final opinion that expansion of existing Airport after the construction of a bridge across Manji- khad was the only option available, because that proposal had been technically cleared by the Airports Authority of India

after carrying out 'Obstacle Limitation Survey' and Airports Authority of India being the sole nodal agency to finalize all types of Airport infrastructures and run-way orientation/alignment. **Technical Expert also conveyed that in case a green airfield was proposed at Lunj or Borkwalu, then there would be no usage of existing airport located at Gaggal and that would be against large public interest.**

5. RECOMMENDATIONS OF THE EXPERT GROUP

After going through the recommendations of the Social Impact Assessment Report, and taking into consideration the expert opinions of members, the Expert Group makes the following observations: -

i) Whether the project serves any public purpose?

The proposed project will boost up tourism in Kangra by ensuring affordable and better aviation facilities to the tourists who intend to visit Kangra and surrounding destinations to explore RELIGIOUS, HERITAGE, ADVENTURE, SPORTS, NATURE, WILDLIFE AND HEALTH TOURISM. The promotion of Tourism will increase economic status of project affected families. It will provide affordable air services to local passengers who need to use air service in emergency to airlift their relatives to PGI Chandigarh and Delhi, benefit business persons and farmers to promote their business and farm products. The project will benefit students and job aspirants who intend to acquire high education and appear in competitive exams in metropolitan and major cities of India. Therefore, apparently the project to expand existing Kangra Airport serves the public purpose.

ii) Whether Potential benefits of the project outweigh the social costs and adverse social impact?

The expansion of Kangra Airport is likely to displace a large number of families who are presently living in 14 muhals of Shahpur and Kangra Tehsils in Kangra district and adversely affect their livelihood support and business. However, the upcoming of world class aviation infrastructure and 3010-meter-long run way with increased capacity, would accommodate Turbo Fan Aircrafts such as Airbus 320/330 etc., due to which the tourists, local passengers and students would benefit from the affordable and reasonable airfares. The increase in footfall of tourists to Kangra would promote better employment avenues and better livelihood support for local people. In view of these facts, it is quite apparent that the potential benefits of the project outweigh the social costs and adverse social impact.

iii) Whether there is other less displacing option available with effective Relief and Rehabilitation Plan?

Expert Group also concluded that Project affected families'/People's suggestion to acquire lands at Lunj, Borkawalu to construct a green airfield was not found to be technically feasible, because both the suggested sites are quite far away from the central location / the existing Airport and also setting up a Green

airfield Airport with world class aviation infrastructure there would incur huge costs and likely to take years for various clearances and non-objection certificates from multiple agencies. And, as far as proposal to expand the existing Airport from West to north side towards Dharamshala- Sarah was concerned, that patch of land being hilly was not found to be feasible and fit to expand the existing Kangra Airport. Technical Expert and member of the Expert Group constituted to evaluate the Social Impact Assessment Report for the project- expansion of Kangra Airport has shown his reservations on the Construction of a green airfield either at Lunj and Borkwalu as well as expansion of existing airport from west side to north side towards Sarah – Dharamshala and Department of Tourism and Civil Aviation to Himachal Pradesh government has found the above proposal/ suggestion of local people about constructing a green airfield at the suggested sites or expansion of the existing airport from west side to north side towards Sarah- Dharamshala, because the proposal to expand the existing airport after construction of a bridge across Manji -khad was technically approved /cleared by Airport Authority of India – the sole nodal body to clear/ approve all types of aviation infrastructures or run- way alignments. And this point was clarified by Tourism and Civil aviation to HP Government vide their no. TSM-F(6)-2015-ii-i dated 24.05.2023(Annexure 2)So, the Expert Group noted that there was no less displacing option available with effective R&R plan which could be chosen to complete the said project. Therefore, as per the technical clearance of the proposal by Airport Authority of India to expand existing Kangra airport after constructing a bridge across Manjhi Khad after was the only option left.

iv)Whether the extent of Land proposed to be acquired is bare minimum extent needed for the project- Expansion of Kangra Airport?

The Expert Group also noted that the quantum of government and private land proposed for acquisition in 14 identified muhals, (10 and 4 muhals of Kangra tehsiland Shahpur tehsil, respectively)was bare minimum extent of land required for the project and cannot be avoided to expand existing Airport. If people would give their land for projects work, provided that they were adequately compensated for their loss. Proper Resettlement and Rehabilitation of PAFs/ PAPs be ensured as per the provisions of Right to fair compensation and Transparency in Land Acquisition Act, 2013 and HP Social Impact Assessment Rules 2015. Extent of Land proposed to be acquired for the expansion of Kangra Airport calculated to be 147-75-47 hectare is bare minimum extent required for the project.

6. CONCLUSION

After making the detailed evaluation and appraisal of Social Impact Assessment Report of the project, the multi-disciplinary Expert Group concluded and recommended that the expansion of Kangra Airport would create world class aviation infrastructure and boost the Tourism sector and allied activities in a big way, thereby improving the Kangra economy and economic status of local people and **thus the proposed project served the public purpose**. Secondly, **despite adverse social impact and adverse social costs, the potential benefits outweighed them**.


The Expert Group suggested that the adverse social impact and social costs arising out of project execution should be mitigated to the minimum by the measures suggested in Social Impact Management Plan and Relief and rehabilitation Plan that should adequately address the concerns and apprehensions of the projected affected families and project affected people for livelihoods and future. It was therefore recommended that the Relief and Rehabilitation Plan should contain the provision of highest compensation package for the project affected families / project affected people including those families who were displaced previously due to the undertaking one project or the other. In addition. Identified vulnerable persons be provided with the best support and economic assistance that could help them lead a dignified life after the displacement. Expert group also comprehensively examined the alternative sites and less displacing option with effective Relief and rehabilitation plan and concluded that construction of a green Airport at suggested sites namely Lunj and Borkwalu was not feasible in the first instance, due to legal requirement of non-objection certificates and clearances from multiple agencies, isolated location, long distance from the present airport, long time line of 10-15 years and clearance given to the proposed project **to expand the existing airport after the construction of a bridge on Manji khad** by Airport Authority of India -the sole and nodal agency to give technical approval to all types of Runway alignments and Aviation infrastructure. Most importantly the expert group noted that in case a green airfield was proposed at the suggested sites, then the existing Airport situated in Gaggal would not be of any usage and public utility. The suggestion to expand the existing airport from west to north side towards Sarah- Dharamshala seemed to be non-feasible due to proximity of hills. Thus, the Expert group noted that there was no less displacing site with effective R&R plan was available; hence **the only option left was to go ahead with the proposal to expand the existing airport after construction of a bridge across Manjhi Khas as finalized by Airport Authority**. Expert Group was


also of the opinion **that total 147-75-87 hectare extent of land proposed to be acquired is the absolute bare minimum extent needed for the project** and the expansion of Kangra Airport at the proposed land would create world class Aviation infrastructure and boost the Tourism sector and allied activities in a big way thereby improving the Kangra economy and economic status of local people. However, the opinion notes and suggestions, of panchayat - representatives, especially, **setting up a satellite-town in the radius of 5 kilometres near the central point/ existing airport catering to the commercial as well as residential needs of local people** might be considered by the Himachal Pradesh government.(**Annexure-3**)


In view of the above facts, finally, *the Expert Group has no hesitation in recommending the project because besides fulfilling the public interest considerations, its potential benefits would outweigh the social costs and social impacts.*


The Expert Group has no hesitation in Recommending the project because besides fulfilling the public interest considerations, its potential benefits would outweigh the social costs and social impacts.


Dr Sanjay Kumar Dhiman (HAS)
DC R&R Raja Ka Talab, Fatehpur,
Chairman – Expert Group



Sh. Balwan Chand (HAS)
Joint Secretary (Revenue) to the Govt.
Dharamsala
Expert on Rehabilitation


Prof. Vishal Sood
Professor of Education, Central University of HP,
Social Scientist


Dr. Sashi Poonam
Associate Professor Social Work, Central
4,
University of H.P, Dharamsala
Social Scientist


Sh. Vinod Kumar Puniyal Ex. GM (ARCH)
Delhi Add. : D 102 Ishwar Apartments, Plot. No-
Sector-12 Dwarka, New Delhi-110078.
Technical Expert


Pradhan Gram Panchayat Gaggal
Tehsil & District Kangra (H.P.)


Pradhan Gram Panchayat Rachhyalu
Tehsil Shahnur. District Kangra (H.P.)

ANNEXURE 1

(Notification constituting the Expert group)

**Government of Himachal Pradesh
Department of Tourism & Civil Aviation**

No. TSM-F(6)-1/2015-II-L

Dated: Shimla-02,

19.04.2023

NOTIFICATION

In Exercise of the powers conferred upon him under Section 7 (1) of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013, the Governor of Himachal Pradesh is pleased to constitute the Multidisciplinary Expert Group for appraisal of Social Impact Assessment report relating to the acquisition of land for the expansion of Kangra Airport as under:-

Chairperson	The Deputy Commissioner (R&R), Raja-ka-Talab, Fatehpur District Kangra
(a) Two non official social Scientist;	1. Prof. Vishal Sood, Professor of Education, Central University of H.P. Dharamshala District Kangra, (HP). 2. Dr. Sashi Poonam, Associate Professor Social Worker, Central University of H.P. Dharamshala District Kangra (H.P).
(b) Two representative of Panchayat;	1. Pradhan, Gram Panchayat Gaggal, Tehsil & District Kangra (H.P). 2. Pradhan, Gram Panchayat Rachhyalu, Tehsil Shahpur District Kangra (H.P).
(c) Two experts on rehabilitation;	1. Sh. Sanjay Dhiman, HAS, Deputy Commissioner (R&R) Raja-Ka-Talab, Fatehpur, District Kangra, (HP). 2. Sh. Balwan Chand, HAS, Joint Secretary (Revenue) to the Government of Himachal Pradesh.
(d) Technical expert in the subject;	Sh. Vinod Kumar Puniyal, Ex. GM (Arch.) Delhi Address: D 102, Ishwar Apartments, Plot No.-4, Sector-12 Dwarka, New Delhi-110078. Himachal Address: Village Bhajlah, PO Ludder Mahadev, Tehsil Bhoranj District Hamirpur (HP)-176045

The aforesaid Expert Group will act as an independent multi-disciplinary group, to evaluate the Social Impact Assessment report submitted by the Social Impact Assessment Unit for carrying out the purposes of the Act ibid of the Project i.e. expansion of Kangra Airport in District Kangra. The Expert Group shall make specific recommendations within two months from the date of its constitution, to the Government as provided under sub-section (4) & (5) of Section 7 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.

The Department of Tourism &CA shall bear the TA/DA and sitting expenses of the members.

By Order

Devesh Kumar

Principal Secretary (Tourism & CA) to the
Government of Himachal Pradesh.

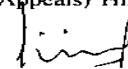
Endst. No.:As above

Dated:Shimla-02,

19.04.2023

Copy forwarded for information and necessary action to:-

1. The Chairman, Airport Authority of India, Rajiv Gandhi Bhawan, Safdarjung Airport, New Delhi-110001.
2. All the Addl. Chief Secy/Pr. Secy./Secretaries to the Government of Himachal Pradesh, Shimla-02.
3. All the Divisional Commissioners in Himachal Pradesh.
4. All the Deputy Commissioners in Himachal Pradesh.
5. The Settlement Officer, Kangra Division.
6. The D.L.R-cum-Deputy Secretary (Law) to the Government of Himachal Pradesh-2.
7. All the SDO(C). Tehsildars in Himachal Pradesh.
8. The COC (Tehsildar) to the Financial Commissioner (Appeals) Himachal Pradesh, Shimla-02.
9. Guard file.



(Vijay Kumar)
Special Secretary (Tourism & CA) to the
Government of Himachal Pradesh

Annexure - 2

No. TSM-F(6)-1/2015-II-L
Government of Himachal Pradesh
Department of Tourism & Civil Aviation

From

Pr. Secretary (Tourism & CA) to the
Government of Himachal Pradesh

To

~~Dr. Sanjay Kumar Dhiman~~
DC R&R Raja-Ka-Talab-cum-Chairman
Multi Disciplinary Expert Group
Raja-ka-Talab, Tehsil Fatehpur, Kangra (HP)

Dated: Shimla-02,

24.05.2023

Subject:-

Constituting the Multi-Disciplinary Expert Group to Evaluate the Social Impact Assessment Report of the project Expansion of Kangra Airport and providing Feasibility Report and Environment Impact Assessment study.

Sir,

I am directed to refer to your letter No. DCR-Kgo.650 dated 12.05.2023 on the subject cited above and to inform you that as per the applicable provisions of the 'Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013, the Expert Group constituted under Sub section (1) of Section-7 shall make its recommendations within two months from the date of its constitution strictly in accordance with the Sub-section (either 4 or 5) of Section-7 in writing with details and reasons for such decision.

Your attention is also drawn towards the Section-6(2) of the 'Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013, which clearly indicates that wherever Environment Impact Assessment is carried out, a copy of the Social Impact Assessment report shall be made available to the Impact Assessment Agency authorized by the Central Government to carry out Environmental impact assessment. There is no provision to provide EIA report to the Expert Group.

So far as the issues of changing of the alignment of the Airport and to explore the Greenfield Airport are concerned, the comments as received from WAPCOS (PSU under the Ministry of Water Resources) are reproduced here as under:-

- "Scope of present project is "preparation of Techno Economic Feasibility report for Expansion of Kangra Airport". As per point raised in meeting regarding changing alignment of runway, we would like to firmly put that Airport Authority of India, which has expertise in planning civil aviation infrastructure in India and is Nodal and only

Office of the
Deputy Commissioner, R&R
Raja Ka Talab, Tehsil Fatehpur
Diary No...1062
Dated ...30-5-2023

334/2023
30/5/23

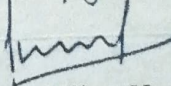
Kangra Airport
G V G O
SR
DC R & R
30/5

Agency to finalize runway alignments, has already thoroughly analyzed various possibilities for the expansion of Kangra Airport runway by conducting Obstacle & Limitation Survey (OLS) and keeping in mind topographical features and technical aspects.

- Multiple options were explored by AAI considering the technical feasibility and topographical conditions of site. After that, runway extension towards runway 33 side has been proposed finalized and has been conveyed to authorities which serves as the basis of the current preparation of TEFR. Runway extension in direction of runway 15 has not been recommended by AAI.
- For construction of any Greenfield Airport in Kangra, no land is readily available. It will not only cost huge amount in tune of thousands of crores but will require various special permissions considering the fact there is already an existing Airport in Kangra.
- Kangra Airport is a functional Airport and expansion of present Airport will suffice the requirements of the State. Considering these points, it is hereby advised that expansion of present airport at Kangra will be better option technically as well as financially."

You are, therefore, requested to evaluate the SIA report as prescribed in the said Act and submit your recommendation to this department within the prescribed time limit.

Yours faithfully,



(Vijay Kumar)

Special Secretary (Tourism & CA) to the
Government of Himachal Pradesh

Dated: Shimla-02,

Endst. No. : As above
Copy for information and necessary action is forwarded to the Director, Tourism &
Civil Aviation, Himachal Pradesh, Shimla-09.

Special Secretary (Tourism & CA) to the
Government of Himachal Pradesh

वेता में

डी स्टी. (आर-आर) गौर
वेस्ट मैंग एचएई कोमिटी
कांगडा

विषय - गजल एचए पोर्ट के विकसारीकरण के संबंध में
इसरी शायरस पर सरकार द्वारा विचार विप्लव
के संबंध में ।

तथेपथ :-

1) विस्थापन की जगह में आने वाले 15000
एकर लोगों का यह मत है कि सरकार को 'SIA' बना
व लोगों द्वारा सुझाई गई इसरी जगहों जैसे लंग
व बोड्ड स्क्वायर में और प्रोजेक्ट इवार्ड अड्डे
के उत्तर-पश्चिम की ओर पट्टी को ले जाने वाले
विकल्प पर निश्चित तौर पर सरकार को विचार
करना चाहिए, फात करना चाहिए।

2) ध्यान रहे है कि इन जगहों में विस्थापन व
आर्थिक लोगों ही पहलू गजल से ऊपर तर होंगे
यह वहां पर विस्थापन ज के बराबर है और
जगह इतनी है कि पट्टी उम्मा आप 5 से 7
किलोमीटर तक बरा सकते है।

Palhuan

Prava Palhuan
Indian Nagar. C.P
number of expert
Group.
11.11.2015

3) अगर वहां पर पट्टी बनती है तो व्यक्ति में भी विस्तार की बड़ी संभावना है। रूपा भी कम है क्योंकि विस्थापन न के बराबर है। जमीन वहां कि कूटली गद्दी है, नही कमशीपल फॉल्स होती है। यहां पर खेती भी न के बराबर है।

4) अगर इस विकल्प पर विचार करते हैं। तो लोग व बौद्धिकता बाल हरिया, जो कि विकसल पिछड़ा हुआ है वह भी व्यक्ति में develop होगा, जबकि जगल में विस्तार करने के लिए बना-बनाया विकसित क्षेत्र बरबाद हो जाएगा, अत्यधिक उपजाऊ जमीन छोड़ा के लिए चली जाएगी।

5) जगल में 15000 लोग विस्थापित हो रहे हैं, लोगों की तीन चीजें - घर, रोजगार, खेती सब जा रहे हैं। लोग फिर से 1947 के बाद के जैसे जमीनें के हालात पर पहुंच जाएंगे।

6

Shahani

अगर किन्हीं कारणों से गंगल का विस्थापन

होगा है, तो यहां के सभी लोगों को विस्थापित करके
एक आवसायिक व धरेल तौर पर एक

गठन पर 'सेटलर टाउन' बनाया जाए, जो

समाप्त लिटी की तरफ बने और इसकी

सुविधाएँ विस्थापन के लिए धर्मशाला में ही की

जाए, क्योंकि वर्तमान में गंगल के लिए धर्मशाला

में ही तथा यहां के लोग धर्मशाला के आस

पास ही रहना चाहते हैं, 5 P.M. के बाद

में ही।

Nalhar

Group of Members
Export Members

DC R & R

मन्त्री डिसफ्लेनरी एक्सपर्ट ग्रुप

विषय :- गंगल एयरपोर्ट सम्बन्धी विस्तारीकरण के बारे में सुझाव

प्रस्ताव

आपसे विनम्र निवेदन है कि सरकार से आग्रह किया जाए कि एयरपोर्ट विस्तारीकरण विकास के जरिए संचालित हो है परन्तु इससे गरीब जनता पर पड़ने वाले प्रभाव इससे नहीं ज्यादा है। हमारी पहली मांग है कि

- 1) एयरपोर्ट को कहीं और स्थित किया जाए। न होने की अवस्था में
- 2) सही भूआवजा दिया जाए (factor-II के तहत)
- 3) हर परिवार को 1-1 कनाल ग्राम आवंटित की जाए।
- 4) Rehabilitation village बसाया जाए।
- 5) प्रभावित परिवार के हर एक व्यक्ति को एयरपोर्ट अथॉरिटी में सरकारी नौकरी दी जाए।
- 6) जमीन 4-5 K.M. के दायरे में दी जाए।
- 7) सामाजिक सुरक्षा दी जाए।
- 8) बिजली, पानी, सड़क, हाँसपिटल की व्यवस्था उचित हो
- 9) प्रभावित परिवारों के बच्चों को उच्च शिक्षा में सहायता दी जाए
- 10) Medical emergency में Helicopter सुविधा दी जाए।
- 11) सर्वे किया जाए कि DC Community के पास कितनी जमीन है इसी के अनु. क्या इसे स्थापित करने के लिए सरकार के पास कोई प्लान है। वह दिखाया जाए। वे जनता को लिखित रूप में आश्वासित किया जाए।
- 12) ग्राम पंचायत रक्षियालू में अपनी कोई कनाल सरकारी भूमि खाली पड़ी है। अतः पंचायत के प्रभावित परिवारों को वहाँ पर बसाया जाए। ताकि वहाँ सामाजिक सुरक्षा का ग्राम न रहे,
 for the best possible results. Township

member expert Group