

7 ENVIRONMENTAL AND SOCIAL IMPACT ASSESSMENT

7.1 ENVIRONMENTAL IMPACT ASSESSMENT

110. The proposed upgradation (strengthening and widening) of Dabhoi-Bodeli Corridor is designed within the available RoW. A 12m CoI approach has been adopted in the green tunnel stretches to avoid/ minimise impacts on avenue trees and 16m CoI approach has been adopted in the rural and urban sections to minimize the impact on Forest land diversion, structural impacts and resettlement and rehabilitation (R&R) issues. The environment and social screening and the subsequent consultations with the stakeholders confirmed that, there are no other sensitive environmental features that are present along the project corridor other than the Vadhavana reservoir (Ch 40+000 to 41+000) which is located at 750m from the project corridor, this reservoir attracts birds during the breeding seasons.

111. In addition to the construction related impacts, the key issues raised during consultations were (i) Safety issues with respect to geometric / curve improvement and provision of road safety furniture at settlement / urban areas, temples and schools (ii) Provision for sufficient drain facility including upgrading the bridges and culverts and provision of additional culverts at various locations. As per the Government of Gujarat Gazette dated 16th August, 1973, the project corridor is notified under 'Protected Forest' and requires forest clearance for diversion of 24.12 ha of forest area. For obtaining forest clearance as well as permission for tree felling, proposal has been submitted to the forest department for necessary action.

112. The environmental impacts associated with the proposed upgradation are construction related impacts associated with road widening projects. These are proposed to be addressed through good engineering practices and adoption of environmental management measures proposed in the Environmental Management Plan (EMP) for the corridor. The EMP budget of INR 2.41 million includes the management measures and provision for environmental monitoring.

7.2 LAND ACQUISITION AND RESETTLEMENT IMPACTS

113. Private land will not be affected due to the proposed project, as there are no stretches where widening or geometric improvements are proposed beyond the existing RoW of 30 m.

114. According to the census survey the proposed road improvement will impact a total of 18 commercial structures (kiosks), which belong to non-titleholders.

115. Nine public consultation meetings were held along the project corridor with road side communities to obtain their views and suggestions regarding the proposed project interventions. The consultations have provided inputs towards mitigation of impacts, improvement in designs, and preparation of resettlement plan and its implementation. Based on the suggestions design modifications including curve improvement, shifting of alignment

to protect mainly structures of religious importance, provision of road safety measures such as pedestrian crossings, warning signs, markings, etc has been carried out.

116. A resettlement budget of INR 1.4 million including compensation for the affected land & structures, assets within the affected properties and rehabilitation and resettlement assistance has been estimated. Any unforeseen impacts on resettlement during implementation will be taken up in accordance with the Resettlement Policy Framework (RPF) of the project.