

Resettlement Action Plan

Addendum for Civil Court Area Resettlement (Pune Metro Rail Project)

Final Report

(27 September 2023)



MAHARASHTRA METRO RAIL CORPORATION LIMITED

Block No. A3, FGSG, Near Civil Court, Next to Kamgar Putala Vasahat, Shivajinagar, Pune, Maharashtra -411005.

Website: <https://www.punemetrorail.org>

ABBREVIATIONS

BPL	Below Poverty Line
SPV	Special Purpose Vehicle
DC	Divisional Commissioner
DM	District Magistrate
DPR	Detailed Project Report
EIB	European Investment Bank
FGD	Focus Group Discussion
GRM	Grievance Redressal Mechanism
GOI	Government of India
GOM	Government of Maharashtra
IFI	International Financial Institution
PMPML	Pune Mahanagar Parivahan Mahamandal Limited)
PCMC	Pimpri Chinchwad Municipal Corporation
TRIL	Tata Reality Infrastructure Ltd
MMRCL	Maha Metro Rail Corporation Limited
PMC	Pune Municipal Corporation
PMRC	Pune Metro Rail Corporation
PMRDA	Pune Metropolitan Region Development Authority
PMRL	Pune Metro Rail Project
HEP	Household entitlement Plan
M&E	Monitoring and Evaluation
NGO	Non-Governmental Organization
DCM	Deputy Chief Minister
NTH	Non- Title Holders
PAF	Project Affected Family
RAP	Resettlement Action Plan
PAP	Project Affected People
PIU	Project Implementation Unit
AFD	Agence Française de Développement
ESS	Environmental & Social Safeguard
PWD	Public Works Department
R&R	Resettlement & Rehabilitation
RPF	Resettlement Policy Framework
TOR	Terms of References
SES	Socio economic Survey
VJNT	Vimukta Jati Nomadic Tribes
SRA	Slum Rehabilitation Agency
LRP	Livelihood Restoration Plan
LRF	Livelihood Restoration Framework
SC	Schedule Cast
ST	Schedule Tribes
OBC	Other Backward Cast
PPP	Public Private Partnership
CHS	Cooperative Housing Society
KPI	Key Performing Indicators

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

1. Preamble:

- Pune Metro project is being undertaken by Maha Metro, a SPV (Special Purpose Vehicle) of Government of India and Government of Maharashtra. A population of approximately 50 lakhs from Pune metropolitan area will be benefited by proposed metro corridors. The approved alignments are expected to provide much-needed connectivity to commuters and would traverse through some of the densest and traffic-congested routes in the Pune Metropolitan Area.
- The Pune Metro Rail Project is consisting of two corridors (North-South and East-West) having total length of 33.283 km, 29 stations and 2 depots.
- EIB is funding the construction of Line 1 and 2 of the Pune Metro Rail Project (the Project) and as a part of the project, financing arrangement, the project proponent, i.e., Maharashtra Metro Rail Corporation Limited has developed the Resettlement Policy Framework¹ in July 2019 and Resettlement Action Plan² in September 2019, which is applicable for the project.
- Eventually, it was decided by the Competent Authorities that the Civil Court area would be developed as a multimodal integration hub and other infrastructural facilities like DP Road, PMPML bus terminus, skyway/subway for Metro Line 3 etc. will be developed in this area. It was also therefore parallelly decided to rehabilitate the entire slum settlements located at Kamgar Putla and Rajiv Gandhi Nagar. Since there were multiple stakeholders involved, viz. Maha-Metro, PMRDA & PMC and since the slums were notified slums therefore SRA became the nodal agency and based on a series of meetings held among all concerned stakeholders, it was decided by the then Deputy Chief minister, GOM, (who is by default the Guardian Minister of Pune city) that this development would be jointly undertaken under the aegis of the Divisional Commissioner of Pune division, GOM, and SRA became the nodal agency since they were notified slums. Later, vide letter dated 1st January 2021 this decision was formally announced, and signed by all the 5 signatories, i.e. Maha-Metro, PMRDA, SRA, PMC and the Divisional Commissioner, Pune and this letter was hand delivered to each of the individual family residing in the area. The entire plan has been expedited under the guidance of Divisional Commissioner, Pune.
- Since the original development plan of Civil Court area has been changed, therefore the scope of applicable/existing RAP September 2019 was also to be changed. Accordingly, RAP addendum is being proposed to acknowledge the change of scope to the existing RAP and to explain how affected people are going to be supported to restore their livelihoods compared to the original plan.
- The purpose of this Resettlement Action Plan (RAP) addendum is also to provide a process documentation of the changes in the existing RAP, applicable for resettlement & rehabilitation (R&R) of Kamgar Putla and Rajiv Gandhi locality, and the reason for such deviations. This addendum also contains the provisions of the Unified R&R policy developed by the Divisional Commissioner and explains how gaps between the existing RAP and Unified R&R policy have been addressed.

2. Project Background

2.1 Process documentation of development activities at Civil Court Area:

- The Civil Court metro is an underground/interchange station and is a part of the north-south corridor. This station is an interchange station between Line 1 and Line 2 of the Maharashtra Metro Rail Corporation Limited (Maha-Metro). The Civil Court metro is of high importance since it is the only station that links Line 1 and 2 (and Line 3 through a skywalk), thereby making it a prime location for public transport and facilitating connectivity within Pune city. The development of an interchange station is expected to provide increased convenience to commuters. The footfall in this area will be

¹ RPF document dated July 2019, available at <https://www.punemetrorail.org/download/Resettlement%20Policy%20Framework.pdf>

² RAP document dated 18th September 2019, available at https://www.punemetrorail.org/download/PuneMetro_RAP.pdf

higher, with an additional demand for feeder services, auto / taxi services and other non-motorized transport modes to support last mile connectivity. The existing road network will not be sufficient to cater to such demands; hence, an alternative road development has been planned by the PMC, along the Mula-Mutha River, which flows alongside the Civil Court metro station. The road construction was sanctioned in the year 2017 in PMC's Development Plan (DP). Additionally, various entry / exit structures are planned to connect with skywalks and subways for metro station to ensure safe connection to a bus terminus, the district court complex, and Corridor 3 metro station, which is being developed by PMRDA and TRIL Urban Transport Private Ltd.

- Between the time period of April to September 2021, the Deputy Chief Minister chaired a committee meeting comprised of the Divisional Commissioner, SRA, PMC, Maha Metro and other stakeholders, it was decided that the entire Civil Court area is needed for development to make it a multimodal transport hub.
- The decision to develop a multimodal hub was in adherence to the Metro Rail Policy, 2017. It was also decided that Maha Metro would develop road infrastructure like kerbstones, paver block and others, for the bus terminus and the Pune Mahanagar Parivahan Mahamandal Ltd. (PMPML) will develop other infrastructure such as bus queue shelter, etc., and that the facility will be common and used by Maha Metro line 1, 2, and PMRDA line 3
- The slums in Kamgar Putla and Rajiv Gandhi Nagar fall in the footprint of Civil Court development area. The location has informally been called as a 'development area' because of the multiple development activities planned here, which includes the Civil Court metro station, metro lines, bus terminus, road widening for increased interconnectivity, and other facilities such as skywalks, subways, passenger waiting area, parking area, etc. Each of the 4 main agencies involved, are responsible for the development for different aspects of the Civil Court area development are stated below:
 - Maha-Metro is the Project Proponent of Line 1 and 2. Land acquisition and resettlement is in the scope of Maha-Metro, before handing the land over to Engineering, Procurement and Construction (EPC) Contractors.
 - Pune Metropolitan Region Development Authority (PMRDA) and Tata Realty Infrastructure Limited (TRIL) are the Project Proponents of Line 3 under a 50:50 Public Private Partnership (PP) model. However, land acquisition and resettlement is in the scope of the government entity i.e. PMRDA.
 - Maha-Metro will also undertake the development of the bus terminus for the Pune Municipal Corporation (PMC),
 - PMC is undertaking the development of alternate DP road,
 - Slum Rehabilitation Authority (SRA), Government of Maharashtra (GOM), becomes responsible for therehabilitation of the of all the slum dwellers since they are notified slums the details of which will be discussed in the foregoing clauses.

It may be noted that the areas of Kamgar Putla and Rajiv Gandhi Nagar were notified as 'slum' by the SRA since the year 1985 and the families here were considered as squatters.

- It is re-iterated that for the purpose of development of the Civil Court area by multiple stakeholders, the Divisional Commissioner of Pune division, GOM, under the directions of the then Deputy Chief Minister (CM), GOM, (who is by default the Guardian Minister of Pune city), decided to rehabilitate the slum settlements. It may be noted that this decision is based on a series of meetings held by the concerned officials from all aforementioned authorities, prior to 1st January, 2021. The decision to rehabilitate the slum settlement in the Civil Court area was agreed upon, and formally announced vide letter dated 1st January, 2021 and was duly signed by Maha-Metro, PMRDA, SRA, PMC, and the Divisional Commissioner.
- As per the letter dated 1st January, 2021 (also the unified R&R policy), slum rehabilitation as per the

SRA scheme, of land survey numbers 806, 806A, 807, 808, 809, 810 were cancelled.. It was stated that the area is non-buildable and could not be used for in-situ rehabilitation as the area has been earmarked for public purpose developmental activities and that it falls within the inundation zone of the Mula-Mutha River. Hence, residential land use was not allowed. The 1st January 2021 letter declared that the aforesaid area was to be utilized for the Metro lines and other facilities like parking lot, administrative building, etc. The letter further declared that in cases of non-compliance towards the guidelines in this letter, eviction of non-compliant families (under the Maharashtra Slum Areas [Improvement, Clearance and Redevelopment] Act, 1971) was to be undertaken.

- Prior to this, SRA vide letter dated 5th July, 2019 appointed the Deputy Commissioner, PMC-Zone 2, as the Competent Authority, and vide letter dated 1st October, 2020, to survey the said settlements, and ascertain the eligible and ineligible PAFs. Accordingly, the cut-off date was increased from 1st January, 2000 (SRA's cut-off date), to 24th December, 2016, which is the Maha-Metro (Civil Court metro) project notification date (referred as Maha-Metro cutoff date). This was done to accommodate more people under the rehabilitation benefits. It is pertinent to mention here that only 274 PAFs have been impacted under Maha-Metro project footprint at Civil Court Area that is quite less in terms of total impacted PAFs.
- The SRA survey was conducted in a prescribed format to determine the eligibility of slum dwellers for alternate housing under the slum rehabilitation scheme, under the Maharashtra Slum Areas (Improvement, Clearance and Redevelopment) Act, 1971. It is pertinent to understand that the survey is an enumeration process to determine the number of structures and eligibility of its occupants (based on proof of use pegged to a cut-off date under the Slum Rehabilitation Scheme, as against a socio-economic survey). The survey was conducted between October 2020 and January 2021. Based on the survey conducted by the Competent Authority, a total of 1264 families were identified, out of which 989 (78.24%) were considered eligible, whereas 275 were considered as ineligible based on their ability to show at least 3 proofs of bonafide residence in the survey area, (it was not an exhaustive list) on or before 24th December, 2016.
 - The financial liability of rehabilitating the eligible PAFs (989) was divided among three stakeholders i.e. Maha-Metro- 534; PMRDA-175 and PMC 280
 - PMC expressed inability to bear the rehabilitation cost due to fund crunch. The decision for additional rehabilitation of PMC share to be taken up by Maha-Metro as an interim measure and was as per the directive of Deputy Chief Minister, Govt. of Maharashtra vide his minutes of meeting dated 10.04.2021.

2.2 Applicable R&R Policies:

- Maha Metro has developed an RPF and RAP for Line 1 and 2. The RAP was applicable to all land acquisition and R&R to be undertaken for Line 1 and 2, including the Civil Court Metro Station.

2.2.1 Unified R&R Policy:

- The Unified Rehabilitation Policy was an outcome of the decision to resettle and rehabilitate the entire slum pocket in the Civil Court area, based on the decision of the Divisional Commissioner, and agreed upon by Maha-Metro, PMRDA, SRA and PMC, in the letter dated 1st January, 2021. The letter dated 1st January, 2021 is therefore considered as the guiding document for the rehabilitation of Project Affected Families (PAFs) in the said area and has attained finality, for the same being a policy decision with due legal sanctity.
- The process to rehabilitate the PAFs is on the basis of the Unified Rehabilitation Policy, for which SRA appointed the PMC commissioner Zone-2 as the Competent Authority as explained before. Table-4 of this document provides the comparison of the erstwhile applicable RAP with the Unified R&R Policy Entitlements.

2.2.2 R&R of the Civil Court Development Area:

- The Civil Court area, which includes Kamgar Putla and Rajiv Gandhi Nagar settlements were notified

as slums by the Slum Rehabilitation Authority (SRA), Government of Maharashtra in the year 1985 as reported by SRA. Therefore, it has been stated that rehabilitation and resettlement of the PAFs falls under the jurisdiction of the SRA.

- As per the unified rehabilitation policy, that relies heavily on the Maharashtra Slum Areas (Improvement, Clearance and Redevelopment) Act, 1971. At the same time, Kamgar Putla and Rajiv Gandhi Nagar also fall under the Civil Court development area, wherein, multiple stakeholders (PMDRA, PMC, Maha-Metro and SRA) are involved. Accordingly, the Divisional Commissioner on behalf of the Government of Maharashtra and under the guidance of the Deputy Chief Minister (the Guardian Minister of Pune city) decided to rehabilitate the entire slum pocket i.e. Kamgar Putla and Rajiv Gandhi Nagar together. The Deputy Commissioner of Pune Municipal Corporation (PMC-Zone 2) was appointed as the 'Competent Authority' for rehabilitation and resettlement processes vide letters 5th July, 2019 and 1st October, 2020, by conducting a survey to determine the eligibility of PAFs residing in the said areas.
- All the eligible PAFs have been allotted flats at Viman Nagar and Hadapsar. Further, to deal with the eligibility and flat allotment related issues, a dedicated grievance redressal mechanism is already in place, with the Competent Authority being the first level and then SRA (as 1st level Appellate) and Divisional Commissioner (as 2nd level Appellate) and then finally the Courts.

2.3 Cut-off Date:

- As per the RAP, the cut-off date is the date of first notification, (24th December, 2016) for land acquisition for the metro project under applicable act or government order in cases of land acquisition affecting legal titleholders. For non-titleholders, cut-off date would be the date of Census Survey.
- A census survey of 234 PAFs was attempted in July 2017 by Maha Metro. However, due to public opposition, only 144 of the 234 families could be surveyed. The survey was completed by Maha-Metro in July 2017.
- So, when the unified R&R Policy was passed as the applicable R&R scheme for the entire Civil Court development area, SRA being the nodal agency appointed a Competent Authority (PMC, Dy. Commissioner/ Zone-2) to undertake surveys and determine the total number of eligible PAFs. As per law, whenever SRA is involved for slum rehabilitation purposes in Maharashtra, a universal cut-off date of 1st January 2000 is deemed applicable. All slum dwellers who are able to provide residential proofs of having lived in the to-be-rehabilitated slum on or before 1st January 2000 are eligible for an SRA relocation flat. This occurs when a private real estate developer intends to redevelop the slum area [and in turn received benefits such as Floor Space Index (FSI) to develop a private saleable residential or commercial project, or Transferrable Development Rights (TDR)]. The government can also proceed to resettle the slum for public purposes as per the cut-off date.
- The Unified R&R policy however made changes to the typical SRA cut-off date and announced that for all slum rehabilitation purposes for this project, cut-off date of 24th December, 2016 is applicable (i.e. the Pune Metro Public Notification date). This was reportedly done to ensure that more people are eligible for rehabilitation as against the 1st January 2000 date. The SRA survey was published on 19th January, 2021. Further, a supplementary Survey was published on 2nd June, 2021. In order to be considered as eligible, the PAFs have to share at least 3 documents for verification, such as Aadhar card, ration card, water / electricity bills and other relevant documents as proof of bonafide living prior to December 2016. Further, in this particular case of Kamgar Putla, as explained in the aforementioned clause, there is a different three tier Grievance Redressal Mechanism in place, solely dedicated for this purpose. So, when and if, the PAFs are not satisfied and having concern with respect to their eligibility pertaining to per cut-off date, they could meet the first level of Grievance Redressal i.e., the Competent Authority appointed by SRA (Slum Rehabilitation Authority) to conduct the survey and also for confirming their eligibility. Subsequently the second level of GRM can be approached and they can file their first appeal to SRA; Then the second appeal to the Divisional Commissioners Office; then the District Court at Pune and subsequently the Bombay High Court. The Supreme Court is the Apex Court to give finality to any order. This is also in adherence to the 1st January 2021 letter.

2.4 Enumeration of PAFs:

- As per the applicable RAP, the total number of PAFs in Kamgar Putla and Rajiv Gandhi Nagar identified were 234. The 234 identified PAFs fall under the original metro footprint. Out of 234, only 144 PAFs could be reached out in 2017 socio-economic survey, whereas the remaining resisted to participate in the survey for reasons varying from demand for in-situ rehabilitation, to cash compensations, additional benefits among other. Therefore, of the 234 PAFs, Maha Metro has detailed information only of 144 PAFs who participated in the socio- economic survey. With the introduction of the SRA survey published on 19th January, 2021, this number went up, wherein a total of 278, 274 PAFs and 4 CPR structures were clearly identified as ‘impacted by metro’
- Out of 274 PAFs, 12 are commercial units and balance 262 are residential units. Of the 12 commercial units, 10 have been found eligible while other 2 is found ineligible and their claim were rejected as they could not produce the required papers prior to cut off date.
- Out of 262 residential PAFs, 260 is found eligible and their claim was accepted by the competent authorities, while 2 were found ineligible and their claim were rejected as they could not produce the required papers prior to cut off date. Out of 260 PAFs, 13 PAFs were eligible but did not accepted the flat offered to them. Maha-Metro had reached out to these 13 PAFs and they will be made part of the comprehensive livelihood restoration program. (LRP)

2.5 PAFs under the Proposed Multimodal Transport Hub at Civil Court Area:

- The Civil Court area is as an interchange station for the Metro lines 1 and 2, while a 3rd line is being constructed by the PMRDA. The area has therefore been identified as important, for creation of a Multimodal Transport Hub, which requires the development of DP road by the PMC. Likewise, the area will also include other facilities such as a bus terminus, parking area, passenger waiting areas, skywalks and subways. This has caused an increased land requirement to cover the footprint of the Multimodal Transport Hub in the Civil Court area, which primarily includes Kamgar Putla and Rajiv Gandhi Nagar settlements. As per the SRA survey, the Competent Authority indicated that the total number of PAFs in Kamgar Putla and Rajiv Gandhi Nagar are 1264, which is inclusive of the 274 PAFs that were originally impacted by the Maha-Metro footprint. With the introduction and enumeration of PAFs under the SRA survey, the liability of rehabilitating the eligible PAFs (989) was divided among Maha-Metro (534), the PMRDA (175) and the PMC (280). However, financial constraints on the part of PMC led to the transfer of 280 PAFs to Maha-Metro, thereby putting their liability of rehabilitation on Maha-Metro which moved the figures up to 814 PAFs. Currently, Maha Metro is only responsible for the financial liability of the 814 PAFs, who are eligible for entitlements as set out under the Unified Rehabilitation Policy.

3 Rehabilitation Process and Current Status

3.1 Background

- The rehabilitation process at civil court area was initiated by SRA appointed Competent Authority on 24.03.2021 by intimating the PAFs through public notices. Thereafter special camps were arranged in the vicinity of Civil Court for registration of Sale Agreements.
- Eligible PAFs who had completed the sale agreement process were handed over the keys of the flat in the month of April, 2021 and the residents shifted at Viman Nagar and Hadapsar. After completion of rehabilitation process, it was expected that housing society would be formed by the residents to run their services smoothly.
- To provide the assistance in society formation, Maha-Metro appointed an NGO, Centre for Youth Development and Activities (CYDA) at both locations to build confidence and reduce the mistrust. CYDA has conducted several sessions to explain the importance and benefits of society formation, despite which, the residents have not come forward so far to complete the society formation process and the efforts are still on and it is expected that eventually this matter will be resolved.
- Residents of Viman Nagar and Hadapsar have highlighted repair and maintenance works in the

buildings, for which an independent authority (PWD, building division) was engaged by the Divisional Commissioner. The team of PWD engineers headed by the Executive Engineer have conducted the structural audit and submitted the report. Actions on the findings are underway. Overall, it was mentioned in the report that the buildings are structurally safe and there is no threat

- In order to improve the public transport facility for rehabilitated families, regular bus facility was started by PMC/PMPML from Viman Nagar and Hadapsar to Civil court. Any resident willing to reach the city can take a ride for a very nominal fare.
- Maha-Metro has initiated comprehensive Livelihood Restoration programme (LRP) for the rehabilitated PAFs. As a part of LRP development, Maha-Metro has selected the LRP consultant in the month July 2023 and activities with respect to Livelihood Restoration Plan (LRP) formulation is under progress and shall be completed in 4 months' timeline.

3.2 GAP analysis of RAP Entitlements versus Entitlements in Unified Rehabilitation Policy:

- As per the original RAP, Maha-Metro footprint was only affecting 274 families. The Compensations/ entitlements were supposed to be provided as per approved RAP/RPF. Maha-Metro has complied the same in respect of other areas except Civil Court area. After adoption of unified R&R policy for Civil Court area in 2021 Maha-Metro undertook an evaluation of the gaps between the RAP and unified R&R entitlements and benefits provided. The gap analysis is presented in Table 7 of this document.

To fulfill the identified Gaps between original RAP and Unified R&R Policy, Maha-Metro has since 2021 been committed to implementing the following actions.

- Develop a Livelihood Restoration Framework (LRF) which included a socioeconomic survey targeting the Project PAFs, and a livelihood baseline assessment of the entire displaced population affected in the Civil Court area resettlement.
- Develop and implement a Livelihood Restoration Plan (LRP) which will include a detailed program to restore livelihood of the entire displaced population affected.
- Maha-Metro will hire a third-party auditor for monitoring the RAP addendum and the LRP implementation.

3.3 Livelihood Restoration Framework

- As a first step to manage the gaps, Maha-Metro developed a Livelihood Restoration Framework (LRF). Table 10 of this document summarizes the broader outline of Livelihood restoration programme suggested under Livelihood restoration Framework (LRF). The preparation of the LRF involved the development of a post relocation baseline study and the assessment of impacts.
- Based on the impacts identified on livelihood, income expenditure, distance of work place and adaptation to relocation an entitlement strategy was proposed. Table -9 of this document provides the detail proposed entitlements.

3.3.1 Livelihood Baseline Study

A Livelihood Baseline Study was conducted as part of the preparation of the Livelihood Restoration framework to identify the Socio-economic status and to develop a baseline condition of the PAFs with respect to their past and present living standards, livelihood resources, living standards, social networks and access to services and specific impacts of location. Some of the key findings from the socio-economic survey are given below:

- **Type of families** - Nuclear families account for 46% of households, while joint families account for 52.5%. Women headed nuclear families account for 1.5%;
- **Age composition of respondents** - 19.1 % respondents belonged to the age group of 18 to 25 years, 24.3% from 26 to 35 years, 26.4% from 36 to 45 years, 12.8% from 46 to 55 years, 9.9%

from 56 to 65 years, 4.9% from 66 to 75 years and 2.6% were over 75 years. Around 70% respondents were between the age group of 18 to 45 years.

- **Religion** - 81.1% of households are Hindus, 13.4% are Muslim, 5.1% are Buddhist and 0.4% belong to other religions;
- **Social category** - 20.5% of households are General category, 64.7% are Scheduled Castes (SCs) households, 2.8% are Scheduled Tribe households (ST), 9.7% belong to the Other Backward Castes (OBCs), 1.4% households are Vimukta Jati Nomadic Tribes (VJNT), and Other category are 0.9%;
- **Mother tongue** - Majority of surveyed families speak Marathi, followed by families that speak Hindi. Majority of surveyed families are from Maharashtra;
- **Ration card** - Around half of surveyed households own saffron ration card holders (above poverty line), i.e. 238 (48.3%) households, followed by 235 (47.7%) yellow card holders (below poverty line), 9 (1.8%) households own white ration cards (higher income group), and 11 (2.2%) households do not ration cards;
- **Literacy** - 18.2% of the household members are illiterate, 78.3% are literate and 3.5% can read and write;
- **Skills (women)** - Majority of the women are involved in informal and unskilled activities, which include domestic work (88) and scrap workers (107). Women members who are homemakers are also high (112);
- **Unemployment** - After displacement, the unemployment increased by 5.7%, which may be due to reduction in involvement in work activities such as cooks, domestic workers, petty trade, private jobs, scrap workers, street hawkers, trade / businesses, wage labour, waste collection activities, etc.
- **Livelihood activities** - At both sites, majority PAF members are involved in auto-rickshaw businesses and scrap works;
- **Distance to workplace** - The average workplace distance was 2.9 kms before displacement. This has increased to 10.65 kms after displacement. Transport costs have increased significantly post displacement;
- **Access to health facilities** - Preference of access to health facilities has shifted from government to private health facilities;
- **Child education** - Enrolment of children from the PAFs in government educational institutions has reduced by 28.2% post displacement. While enrolment of children in private educational institutes increased by 26.7%;
- **Adaptive issues** - 76.4% surveyed households from Hadapsar site opined that it is difficult for them to adjust in new locality. 52.7% households at the Viman Nagar site said the same; and
- **Interest in skill development programmes** - 47.3% female members are interested in skill development programmes, while 52.7% males are interested in skill development program.

Majority of the PAFs belong to the SC category (64.7%), followed by general category households (20.5%). Other communities belong to OBC categories (9.7%) and VJNT (1.4%) of the total PAFs surveyed, nuclear families account for 46% of households, while joint families account for 52.5%. Women headed nuclear families account for 1.5%. With respect to religion, 81.1% of households are Hindus, 13.4% are Muslim, 5.1% are Buddhist and 0.4% belong to other religions. About half of surveyed

households own saffron ration card holders (above poverty line) (48.3%), followed by 47.7% yellow card holders (below poverty line). 1.8% households own white ration cards (higher income group), and 2.2% households do not ration cards. 18.2% of the household members are illiterate, 78.3% are literate and 3.5% can read and write.

3.3.2 Assessment of impacts

3.3.2.1 Impacts on Livelihoods

- Occupationally, the PAPs are mostly engaged in localized jobs, which are private in nature. It is evaluated that number of PAPs engaged across all occupations have gone down, with some exceptions, post displacement. For instance, PAPs engaged in domestic work activities have gone down from 16.2% to 14.7%. Persons engaged in trade / business has dropped from 3.1% to 2.2%. Private jobs holders have fallen to 13% from 13.6%. Petty traders have dropped from 3.3 to 2.2%, and wage labourers (unskilled) have dropped from 3.3 to 1.9%. Skilled labourers have gone down to 5.4% from 6.9% post displacement to the relocation sites. Although changes in individual jobs may seem insignificant, unemployment among PAPs has gone up from 10.2% to 15.9% from pre to post displacement. On the other hand, the few exceptions where number of PAPs involved in a livelihood activity has gone up is engagement in auto-rickshaw and taxi driving / ownership, which has increased from 4.7% to 5.2 for drivers (on rent), and 2.8 to 3.4% (owners).
- With respect to impacts on businesses, over a quarter of the total households (29%) reported that they had to stop their old businesses upon relocation to the new sites. On the other hand, a majority (62%) have been able to continue with their old businesses, while 3% could expand the sizes of their old businesses.

3.3.2.2 Distance to Workplace

- Based on the livelihood impacts, it may be noted that impacts have largely been observed in jobs that require travelling longer distances, potentially to the Civil Court area. This is backed by the significant rise in the change in the distance to workplaces of PAPs, which was on an average about 2.90 kms before displacement. The distances have gone up to an average of 10.65 kms post displacement. It can be assessed that jobs that need driving of autos and taxis need not travel long distances and therefore, relocation has not affected these PAPs largely

3.3.2.3 Infrastructure

- Upon relocation to the SRA sites at Viman Nagar and Hadapsar, while most of the PAFs have accepted the provisions provided under the Unified R&R Policy, most PAFs have grievances linked to the infrastructural facilities at the relocations sites. With respect to supply of water, water tanker is being used at the Hadapsar site, whereas Viman Nagar has piped connection. At Hadapsar site, residents are complaining about water shortage.
- The maintenance of SRA units i.e. Hadapsar and Viman Nagar is currently being undertaken by SRA and it is proposed that SRA will be undertaking the same until the PAFs form their own cooperative housing societies. As agreed, INR 50,000 per family to the housing society has been transferred into a corpus, which is being used for maintenance purposes. However, currently, no housing societies have been formed and per the findings of the socio-economic, PAFs have been spending 138.4% more in maintenance (post relocation) and repair works of the flats provided by the SRA. The process of forming associations is reportedly underway. While the discussion of developing housing societies is ongoing between the PAFs and Maha Metro and SRA, it is understood that the members prefer forming an 'association' per building. Additionally, challenges are being faced in the maintenance of a Sewage Treatment Plant (STP) due to its high costs.

3.3.2.4 Impacts on Household Expenditure

- Although not much difference has been recorded in the changes in income of the PAF groups, impact on income is observed to be indirect and exponential by way of rise in monthly household expenditure. Data suggests 213% rise in the electricity / water bills at the relocation sites. Moreover, the percentage change in transport expenses is as high as 176.4%, and expenses on

health have gone up by 61% as compared to before. Overall, the percentage change in monthly expenditure of PAFs has gone up by 55.5% percentage.

3.3.2.5 Impacts of Relocation and Adaptive Issues

- The relocation sites at Viman Nagar and Hadapsar are each located at about a distance of 10 kilometers from the Civil Court metro site. Consultations with PAFs at the relocation sites reveal direct and indirect patterns of impacts on the livelihoods of community members. About indirect impacts, PAFs have complained about the rise in the cost of living for various reasons. Issues associated with adapting to the new locality were one of the major causes of concerns for some of the PAFs. The communities reported that they have limited information of nearby medical facilities, especially public health centers (PHCs) or government hospitals, where they did not have to pay for treatment at these facilities. It is reported in the survey that access to government health facilities is reduced by 28.4% after relocation. Access to private health care facilities has increased by 193.7%, which is indicative of higher expenses on health as compared to earlier. Similarly, the PAFs did not seem to have concrete information on nearby (government) schools, which is indicated in the survey results, enrolment of PAF children post relocation at government schools has reduced by 28.2%. Whereas enrolment in private educational institutions has gone up by 26.7%, again indicative of the increased expenses on education. Overall, majority households from Hadapsar (76.4%) and Viman Nagar (52.7%) complained that about difficulties in adjusting to the relocation sites.

4 Development of Livelihood Restoration Plan (LRP)

- Maha-Metro with the help of selected consultant shall develop the LRP, which will be based on the Livelihood Restoration Framework document and findings of the socio-economic survey. Further, in order to develop the Livelihood Restoration Plan Maha-Metro has initiated the process of identifying/selecting LRP consultant and floated open tender (NCB) on 24th March 2023 which is at completion stage. The roles, responsibilities and deliverables of the LRP consultant have been outlined in the Scope/ Terms of Reference (TOR) and provided at Annexure-5.

4.1 Disclosure of LRP

- Maha-Metro shall disclose the developed LRP to the PAFs. The process will be undertaken with ample notice to the PAFs and it shall be recorded. Since the development of the LRP shall be a consultative process, it is expected that the disclosure of the programme be undertaken for feedback from the PAFs and their approval. Since the LRF and the baseline study have already provided trends on the type of assistance needed by the PAFs hence the LRP plan shall be developed in structured format and translated in Marathi in a way that makes it legible for the PAFs. The disclosure process should be used by Maha Metro as a platform to consult, and record formal feedback of the PAFs. Maha Metro will make all efforts to communicate the reasons for not accepting changes in the LRP as suggested by the PAFs.
- In any case, Maha Metro shall undertake the disclosure process in a consultative manner and finalize the LRP based on the consensus of at least majority of the PAFs. It is recommended that Maha Metro obtain written consensus of the PAFs for the finalization of the LRP.

4.2 Schedule/Timeline for LRP

- A detailed time-bound LRP implementation schedule will be designed and developed by Maha Metro. The LRP timelines shall be calculated in a way that it considers the intensity of livelihood losses, and urgency to restore the losses. The timeline of the LRP is at least **two years**. The rationale behind a two-year timeline is that it provides ample scope for restoration of livelihoods, whereas at the same time, it also caters to the urgency of restoration. The activity-wise schedule provided in LRF is indicative. Maha Metro shall take final decision on the number of years needed for the LRP, based on the nature of programmes developed and the implementation modalities.

5 Stakeholders' Engagement/Consultation

As explained before, that due to involvement of multi stakeholders i.e., Maha-Metro, PMRDA, PMC and SRA in the joint development of Civil court area, the rehabilitation of Kamgar Putla & Rajiv Gandhi Nagar slums became complex and to arrive on equal compensation benefits a series of

meetings were held among the stakeholders under the aegis of Divisional Commissioner, Pune. A summary of pre and post rehabilitation consultation among stakeholders and PAFs has been provided in Table 13 and Table 14 respectively, of this document.

5.1 Consultation with PAFs in Future

In order to address the issues pertaining to development and implementation of LRP, and other R&R issues a meaningful consultation will be conducted and record of the same will be maintained. The key objectives of future consultations would be as below:

- Establish and maintain a meaningful dialogue with the PAFs throughout project cycle.
- Ensure that all stakeholders are properly identified and engaged.
- Ensure that all stakeholders are engaged in disclosure process that too with transparency and without discrimination.
- Ensure that all the stakeholders have been given equal opportunity and possibility to voice their opinions and concerns in decision-making.
- Ensure that outcome of dialogue and decision made by Maha-Metro are disclosed to stakeholders.
- Ensure that regular (monthly/Quarterly as required) dialogue and communication with stakeholders is maintained.

6 Institutional Arrangement

- To implement the RAP Addendum effectively, a team will be constituted within the Pune Metro Rail Project. The team will be headed by the Director (works) and activities related to the Civil Court Area Rehabilitation will be undertaken under the guidance of Director (Works) until the project duration. The roles & responsibility of the Maha-Metro officers for implementation of this RAP Addendum is elaborated in Table-15 of this document.

7 Grievance Redressal Mechanism (GRM)

- To be responsive of PAFs/stakeholder's concerns, a grievance redressal system already in place. The responsible officers as provided in **Table-15** shall provide the fair, transparent and inclusive remedy/resolution for any unforeseen/undesirable/recurring impacts arising out during the development, implementation of LRP and other R&R issues.
- In order to record/ receive the grievances from PAFs and other interested parties following mode of communication is in place and shall be used in future.
 1. Helpline no. placed at Maha-Metro office (Civil Court office)
 2. Drop boxes placed at Viman Nagar and Hadapsar SRA colony
 3. Dropping of grievance letter by hand at Maha-Metro Civil Court office
 4. Consultation with PAFs at rehabilitation sites.

Over and above this system, there is also a dedicated GRM in Maha Metro (PMRP) to address all sorts of grievances apart from the issues related to Kamgar Putla, since the same is adjudicated by the three tier GRM mentioned before. This Grievance Redressal Committee consists of members from the finance, land, planning and legal department. The Appellate Authority is constituted by two Directors.

- Upon receipt of grievances, the Grievance Redressal Committee (GRC) will register/record, review and investigate the grievance and workout the resolution option and decision shall be communicated to PAFs.
- GRC will maintain the records of all grievances received and resolution provided. Time to time, GRC will also undertake the consultation to the relocation sites to clarify/address the PAFs grievances.

8 Monitoring & Evaluation

- Monitoring involves periodic checking to ascertain whether activities are progressing as per schedule while evaluation is essentially to assess the performance of PAPs at the end of the project. For this purpose, a monitoring and evaluation (M&E) program will be developed to provide feedback to project management, which will help to keep the programs on schedule and make them successful. Monitoring will give attention to the project affected vulnerable groups such as scheduled castes, BPL families, women-headed households, widows, elderly and the disabled. RAP implementation will be monitored. PMRP will be responsible for internal monitoring through their field level offices and will prepare quarterly reports on the progress of RAP implementation.
- Maha Metro under the scope of the LRP shall set up monitoring mechanisms, to observe and check the quality of execution throughout the implementation stage, and post implementation to record and address any long-term impacts and residual concerns.
- An indicative approach to the monitoring and evaluation is outlined in the following subsections, which can be modified as and when needed. This indicative approach is based on two components of internal monitoring and external monitoring along documentation of the process.
- The monitoring and evaluation process should aim to recognize and incorporate the following:
 1. To identify the total number of beneficiaries availing the programme benefits
 2. To monitor 'change' indicators in the livelihood status of beneficiaries; such as incomes, savings, investments
 3. To identify potential unintended consequences of the programmes such as opportunistic claims
 4. To ensure the programmes meet the requirements of the PAPs for improving livelihoods
 5. To track the adequacy and effectiveness of the livelihood interventions at a group or community level due to the collective nature of the proposed restoration measures

8.1 Internal Monitoring & Evaluation

The internal monitoring & Evaluation for RAP Addendum implementation will be carried out by Maha-Metro. Internal monitoring will focus on measuring progress against the schedule of actions defined in the RAP Addendum Activities to be undertaken by the Maha-Metro and will include:

- I. Verification of agreed measures to restore or enhance living standards are being implemented;
- II. Verification of agreed measures to restore or enhance livelihood are being implemented;
- III. Identification of any problems, issues, or cases of hardship resulting from resettlement process;
- IV. Through household interviews, assess project affected peoples' satisfaction with resettlement outcomes;
- V. Collection of records of grievances, follow up that appropriate corrective actions have been undertaken and that outcomes are satisfactory; Monitoring is a continuous process and will be carried out by Resettlement Specialist on regular basis to keep track of the R&R progress.

Maha Metro shall undertake monitoring of the LRP and other R&R issues at least once every quarter until the closure of the programme. This would result in a Quarterly Monitoring Report (QMR). The QMR is to be undertaken by Maha Metro. The QMR should include the following:

- Process adopted for implementation
- Details of PAPs benefitting
- LRP initiatives / support initiatives and status
- Personnel involved in implementation
- Photographic evidences of benefits / changes / skill building process
- Dates / timelines and locations involved
- Sample copies of key written correspondences

- Grievances / concerns and suggestions received from PAFs and other external stakeholders on the execution of the LRP
- Any changes / additions made to the LRP

All monitoring reports (QMRs) shall be used to develop 'key performing indicators' (KPI), which will ultimately provide support in formulating the LRP exit plan and to assess the changes in livelihoods of the PAFs. It is also recommended that the Maha-Metro should keep record of select PAFs and develop narratives on changes in their livelihood statuses.

The monitoring activities shall continue post implementation stage for up to one (01) year wherein continuation of LRP initiatives shall be verified and results are documented. In case the LRP involved any institution building activities, the post implementation monitoring requirements should include assessment of independent functioning of these institutions.

8.2 Audits

Maha Metro shall engage an external agency / consultant that audits all aspects that fall under the scope of Civil Court RAP addendum. Audits shall be independent in nature, to review and evaluate and verify the implementation progress, as well as highlight any delays and recommend time-bound corrective measures.

The independent audit agency shall also undertake an end-term RAP addendum & LRP completion audit not only through verification of the progress documentation and KPIs as recorded in the internal monitoring process, but also via limited stakeholder consultations.

9 Exit Plan

The urgency of restoration of livelihoods is assessed as high and therefore, it is mandatory for the LRP to be as comprehensive as possible, within set timelines. While some flexibility in timelines of the LRP can be agreed as essential, the foresight of an exit plan is mandatory to allow transition of (PAF) livelihoods onto their own terms without the need for any external interference. That said, it is also crucial for the LRP to be as effective as possible in bringing about changes to the livelihoods of the PAFs to a position that was at least as good, if not better, than their previous livelihoods. For the same, Maha Metro with the help of LRP consultant shall commission an end term audit to confirm the closure of all pending item and previous recommendations.

Based on the KPIs as identified through QMRs, Maha Metro with the help of LRP consultant shall develop an 'Exit Plan'. It is expected that the exit plan must be divided in phases instead of a complete halt in the programme. The end term annual audit must confirm the closure of all pending items and previous recommendations. Upon closure of all pending items, Maha Metro along with the LRP consultant shall submit the end term report. In case of any institution building activities (such as SHGs), the end term annual audit shall affirm the capacities and independent functioning of these institutions.

INTRODUCTION

1. INTRODUCTION

1.1. Preamble

To strengthen and augment the transport infrastructure of Pune with a multi-modal transport system, the Government of Maharashtra has decided to implement Pune Metro Rail Project (PMRP) as an integrated mass public transport system that meets the mobility and accessibility needs of the people of Pune. Maharashtra Metro Rail Corporation Limited (Maha Metro) is executing the Pune Metro Rail Project.

EIB is funding the construction of Line 1 and 2 of the Pune Metro Rail Project (the Project) and as a part of the Project, financing arrangement, the project proponent, i.e., Maharashtra Metro Rail Corporation Limited has developed the Resettlement Policy Framework and Resettlement Action Plan which is applicable for the Project.

Later on, it was decided by the competent authorities that the Civil Court Area would be developed as a multimodal integration hub and other infrastructural facilities like PMC DP Road, PMPML bus terminus, skyway/subway for metro line 3 etc. will be developed in this area. This development will be undertaken by the multiple stakeholders i.e., Maha-Metro, PMRDA, and PMC. Thereafter, Divisional Commissioner of Pune division, GOM, under the instructions of the then Deputy Chief minister GOM, (who is the *ex-officio* Guardian Minister of Pune city), decided to rehabilitate the entire slum settlements located at Kamgar Putla and Rajiv Gandhi Nagar. This decision has been taken based on a series of meetings held among all concerned stakeholders and later on formally announced, vide letter dated 1st January 2021, duly signed by all the signatories, i.e. Maha-Metro, PMRDA, SRA, PMC and the Divisional Commissioner, Pune (Copy of Letter is enclosed as **Annexure - 1**). Entire plan has been expedited under the guidance of Divisional Commissioner, Pune.

Since the original development plan of the civil court area has been changed, therefore the scope of applicable/existing RAP also needs to be changed. Accordingly, RAP addendum is being proposed to acknowledge the change of scope to the existing RAP and to explain how are affected people going to be compensated, as compared to the original plan.

The purpose of this RAP addendum is also to provide a process documentation of the changes in the existing RAP and provisions of the Unified R&R policy. This will also explain how gaps between RAP and unified R&R will be addressed.

1.2. The Project

Pune Metro Rail Project is being undertaken by Maharashtra Metro Rail Corporation Ltd. (Maha-Metro), an SPV (Special Purpose Vehicle) of 50% Government of India and 50% Government of Maharashtra. A population of approximately 50 lakhs from Pune metropolitan area will be benefited by proposed metro corridors. The approved alignments are expected to provide much -needed connectivity to commuters and would traverse through some of the densest and traffic -congested routes in the Pune Metropolitan Area.

The Pune Metro Rail Project is consisting of two corridors (North-South and East-West) having total length of 33.283 km, 29 stations and 2 depots. The summary of corridors is given in **Table 1**.

Table:1 Summary of Corridor

S. No.	Route		Length in km		Stations
1.	North - South Corridor (PCMC to Swargate)	Elevated	11.455	17.534	9
		Underground	6.079		5
2.	East-West Corridor (Vanaz to Ramwadi)	Elevated		15.749	16
			TOTAL	33.283	29*

*Civil Court Metro Station - Interchange Station

1.3. Overview of Civil Court Area

The Detailed Project Report (DPR was prepared in year 2014) suggested two corridors identified as North-South (Line 1) and East-West (Line 2) corridors. The total length of the project is 31.25 kilometers, which has 29 stations and 2 depots. The alignment of the north south corridor starts from Pimpri-Chinchwad Municipal Corporation in the north, and ends at Swargate in the south. Whereas, the east-west corridor starts from Vanaz and ends at Ramwadi. The north-south corridor has 14 stations, of which 9 are elevated and 5 underground. All 15 stations in the east-west corridor are elevated. An additional metro line Line 3 is also underway under a Public Private Partnership (PPP) model between PMRDA (Pune Metropolitan Region Development Authority) and TRIL (Tata Realty and Infrastructure Limited).

The Civil Court metro is an underground station and is a part of the north-south corridor. This station is an interchange station between Line 1 and Line 2 of the Maharashtra Metro Rail Corporation Limited (Maha-Metro and Line 3 of PMRDA. The Civil Court metro is thus of high importance since it is the only station that links Line 1 and 2 (and Line 3 through a skywalk), thereby making it a prime location for public transport and facilitating connectivity within Pune city.

PROJECT BACKGROUND

2. PROJECT BACKGROUND

2.1. Process documentation of development activities at Civil Court Area

The Civil Court metro is an underground station and is a part of the north-south corridor. The station is located opposite the city's district and session's court complex, surrounded by public offices and other commercial establishments, because of which traffic flow in this area is always high within the existing road network.

The development of an interchange station is expected to provide increased convenience to commuters. The footfall in this area will be higher, with an additional demand for feeder services, auto / taxi services and other non-motorized transport modes to support last mile connectivity. The existing road network will not be sufficient to cater to such demands; hence, an alternative road development has been planned by the PMC, along the Mula-Mutha River, which flows alongside the Civil Court metro station. The road construction was sanctioned in the year 2017 in PMC's Development Plan (DP). Additionally, various entry / exit structures are planned to connect with skywalks and subways for metro station to ensure safe connection to a bus terminus, the district court complex, and Corridor 3 metro station, which is being developed by PMRDA and TRIL Urban Transport Private Ltd.

The decision to develop a multimodal hub was in adherence to the Metro Rail Policy, 2017. It was also decided that Maha Metro would develop road infrastructure like kerbstones, paver block and others, for the bus terminus and the Pune Mahanagar Parivahan Mahamandal Ltd. (PMPML) will develop other infrastructure such as bus queue shelter, etc., and that the facility will be common and used by Maha Metro line 1, 2, and PMRDA line 3

2.2. Key Regulatory Stakeholders and Responsibilities

At the outset, it is clarified that the slums in question are notified slums at Kamgar Putla and Rajiv Gandhi Nagar fall in the footprint of Civil Court development area. The location has informally been called as a 'development area' because of the multiple development activities planned here, which includes the Civil Court metro station, metro lines, bus terminus, road widening for increased interconnectivity, and other facilities such as skywalks, subways, passenger waiting area, parking area, etc. Each of the 4 main agencies involved, are responsible for the development for different aspects of the Civil Court area development are stated below:

- Maha-Metro is the Project Proponent of Line 1 and 2. Land acquisition and resettlement is in the scope of Maha-Metro, before handing the land over to Engineering, Procurement and Construction (EPC) Contractors.
- Pune Metropolitan Region Development Authority (PMRDA) and Tata Realty Infrastructure Limited (TRIL) are the Project Proponents of Line 3 under a 50:50 Public Private Partnership (PP) model. However, land acquisition and resettlement is in the scope of the government entity i.e. PMRDA.
- Maha-Metro will also undertake the development of the bus terminus for the Pune Municipal Corporation (PMC),
- PMC is undertaking the development of alternate road,
- Slum Rehabilitation Authority (SRA), Government of Maharashtra (GOM), is responsible for the rehabilitation of the slum dwellers.

It may be noted that the areas of Kamgar Putla and Rajiv Gandhi Nagar were notified as 'slums' by SRA since the year 1985 and the families here were considered as squatters.

For the purpose of development of the Civil Court area by multiple stakeholders, the Divisional Commissioner of Pune division, GOM, under the instructions of the then Deputy Chief Minister (CM),

GOM, (who is the *ex-officio* the Guardian Minister of Pune city), decided to rehabilitate the slum settlements. It may be noted that this decision is based on a series of meetings held by officials from all aforementioned authorities, prior to 1st January, 2021. The decision to rehabilitate the slum settlement in the Civil Court area was agreed upon, and formally announced vide letter dated 1st January, 2021 (enclosed as Annexure-1) and was signed by Maha-Metro, PMRDA, SRA, PMC and the Divisional Commissioner. Section 2.3.2 provides an overview of the Unified Rehabilitation Policy, which is a set of decisions taken by all agencies mentioned in consensus.

As per the letter dated 1st January, 2021 (also the unified R&R policy), slum rehabilitation as per the SRA scheme, of land survey numbers 806, 806A, 807, 808, 809, 810 were cancelled. It was stated that the area is non-buildable and could not be used for in-situ rehabilitation as the area has been earmarked for public purpose developmental activities and that it falls within the inundation zone of the Mula-Mutha River. Hence, residential land use was not allowed. The 1st January 2021 letter declared that the aforesaid area was to be utilized for the metro lines and other facilities like parking lot, administrative building, etc. The letter further declared that in cases of non-compliance towards the guidelines in this letter, eviction of non-compliant families (under the Maharashtra Slum Areas [Improvement, Clearance and Redevelopment] Act, 1971) was to be undertaken.

Prior to this, the SRA vide letter dated 5th July, 2019 appointed the Deputy Commissioner, PMC-Zone 2, as the competent authority, and vide letter dated 1st October, 2020, to survey the said settlements, and ascertain the eligible and ineligible PAFs. Accordingly, the cut-off date was increased from 1st January, 2000 (SRA's cut-off date), to 24th December, 2016, which is the Maha-Metro (Civil Court metro) project notification date (referred as Maha-Metro cutoff date). This was done to accommodate more people under the rehabilitation benefits. Section 2.5 provides additional details on the cut-off date.

The SRA survey was conducted in a prescribed format used to determine eligibility of slum dwellers for alternate housing under the slum rehabilitation scheme, under the Maharashtra Slum Areas (Improvement, Clearance and Redevelopment) Act, 1971. It is pertinent to understand that survey is an enumeration process to determine the number of structures and eligibility of its occupants (based on proof of use pegged to a cut-off date under the Slum Rehabilitation Scheme, as against a socio-economic survey). The survey was conducted between October 2020 and January 2021. Based on the survey conducted by the competent authority, a total of 1264 families were identified, out of which 989 (78.24%) were considered eligible, whereas 275 were considered as ineligible based on their ability to show at least 3 proofs of bonafide residence in the survey area, on or before 24th December, 2016.

The financial liability of rehabilitating the eligible PAFs (989) was divided among the three stakeholders as follows: -

- Maha-Metro- 534; PMRDA-175; and PMC -280.

However, PMC expressed inability to bear the rehabilitation cost due to fund crunch. The decision for additional rehabilitation of PMC share to be taken up by Maha-Metro as an interim measure and was as per the directive of Deputy Chief Minister, Govt. of Maharashtra vide minutes of meeting dated 10.04.2021.

All the eligible PAFs have been allotted flats at Viman Nagar and Hadapsar. Further, to deal with eligibility and flat allotment related issues, a grievance redressal mechanism starting from the Competent Authority being the 1st level, then 2nd level at SRA (1st level Appellate) and the third level at the Divisional Commissioner office (2nd level Appellate) is in place for taking care of ongoing issues.

2.3. Status of process to date

- The rehabilitation process at Civil Court area was initiated by competent authority on 24.03.2021 by intimating the PAFs through public notices. Thereafter special camps were arranged at Civil Court area for the registration of these Sale Agreements.
- Out of the 989 eligible PAFs, 149 PAFs had not accepted the flat offer despite several notices/intimations having been issued by PMC, SRA and Maha-Metro. In this regard final notice to PAFs for registering the flat was published on 4th October 2022 stating the last date of 4th Nov,2022. Dates of public notices published in various newspapers can be seen at **Annexure -4**. After the final notice, groups of PAFs approached the Divisional Commissioner to voice their demands and a meeting with PAFs representatives, Divisional Commissioner and Maha-Metro was conducted on 28.03.23 at the Divisional Commissioner’s office. The PAFs’ demands were not accepted by the Divisional Commissioner on the grounds that the Unified R&R policy does not allow fulfilling such demands. The details of the meeting and PAFs demands can also be seen at **Annexure 4A**.
- The eligible PAFs who had completed the sale agreement process were handed over the keys of the flat in the month of April, 2021 and the residents shifted to Viman Nagar and Hadapsar. After completion of the rehabilitation process, it was expected that the housing society would be formed by the residents to run their services smoothly which however has not been formed till date due to delays in the completion of documentation formalities with residents. Nonetheless, efforts for society formation are ongoing.
- Further, to provide the necessary assistance in society formation, Maha-Metro appointed an NGO, Centre for Youth Development and Activities (CYDA) at both locations to build confidence among the residents and reduce the growing mistrust. CYDA conducted several sessions to explain the importance and benefits of society formation, despite which, the residents have not come forward so far to complete the society formation process. However, the efforts are still on and it is expected that eventually matter will be resolved.
- Residents of Viman Nagar and Hadapsar highlighted some minor repair and maintenance works in the buildings, for which an independent authority (PWD, building division) was engaged by the Divisional Commissioner. The team of PWD engineers headed by the Executive Engineer have conducted the structural audit and submitted the report. Actions on the findings are underway. Overall, it was mentioned in the report that the buildings are structurally safe and there is no threat.
- In order to improve the public transport facility for rehabilitated families, regular bus facility was started by PMC/PMPML from Viman Nagar and Hadapsar to Civil court. Any resident willing to reach the city can take a ride for a very nominal fare.
- Maha-Metro has initiated a comprehensive Livelihood Restoration programme (LRP) for the rehabilitated PAFs. As a part of LRP development, Maha-Metro selected the LRP consultant in the month of July 2023 and activities with respect to Livelihood Restoration Plan (LRP) formulation is under progress and shall be completed in 4 months timeline.

Below mentioned **Table 2** provides information on the chronology of events pertaining to Civil Court Development.

Table:2 Chronology of events

Date	Remarks
1985	Kamgar Putla and Rajiv Gandhi Nagar area declared as slums
24 th December, 2016	Notification of land acquisition for Maharashtra Metro Rail Project
2017	Development Plan (D.P.) Road approval

5 th July, 2019	Competent Authority appointment for slum rehabilitation
18 th September, 2019	RAP published on Maha-Metro website
9 th October, 2020	Order issued by SRA to decide eligibility of PAFs for rehabilitation
14 th and 16 th October 2020	Meeting organised between Divisional Commissioner of Pune division, Maha Metro, PMC, PMRDA and SRA to discuss and conceptualise the unified R&R policy for the development area.
October 2020 to January 2021	Survey undertaken by SRA
1 st January, 2021	Decision to rehabilitate the entire slum pocket under the Unified Rehabilitation Policy
19 th January, 2021	List of eligible PAFs released
March 2021	Relocation of eligible PAFs at Viman Nagar & Hadapsar
2 nd June, 2021	Supplementary list released
28 th February, 2022	Rapid assessment on involuntary resettlement at the Civil Court metro station
16 th July, 2022	Appointment of Consultant (CYDA) for conducting socio-economic survey for the Livelihood Baseline Study
July 2022	Development of socio-economic survey tool for Livelihood Baseline Study
2 nd August-17 th August, 2022	Orientation of CYDA representatives for understanding the socio-economic survey tool, Pilot testing of socio-economic survey tool, Finalization of survey tool
23 rd August, 2022	Commencement of socio-economic survey
19 th October, 2022	Closure of data collection
November 2022	Submission of the report on socio-economic survey - "Household Survey for Preparation of Livelihood Restoration Plan (LRP) for Pune Metro Project Affected Families" Submission of draft Livelihood Restoration Framework
February 2023	Submission of final Livelihood Restoration Framework
July 2023	Appointment of Consultant (M/s MITCON) for Livelihood Restoration Plan Preparation

2.4. Applicable R&R Policies

2.4.1. Approved RPF and RAP

Maha Metro developed its erstwhile Resettlement Policy Framework (RPF)³ in July 2019 and Resettlement Action Plan (RAP)⁴ in September 2019 for Line 1 and 2, which was applicable to all land acquisition and R&R to be undertaken for Line 1 and 2, including the Civil Court Metro Station.

The RAP and RPF was disclosed on the Maha Metro website on 18th September 2019. The main provisions of the same are provided in below **Table-3** for titleholders and non-titleholders (as the slum dwellers are defined as squatters in the RPF and RAP).

³ RPF document dated July 2019, available at <https://www.punemetrorail.org/download/Resettlement%20Policy%20Framework.pdf>

⁴ RAP document dated 18th September 2019, available at https://www.punemetrorail.org/download/PuneMetro_RAP.pdf

Table:3 RAP Matrix (Compensation for Land Acquisition)

Category of Impact	Eligibility for Entitlement	Maha Metro adopted policy / Entitlement
Loss of Land	Titleholder	Market value/as per sec26, The right to Fair Compensation and Transparency in Land Acquisition Act 2013 OR Private Land Acquisition Government Resolution (GR) issued by State Government.
Loss of other immovable assets (value of assets attached to land or building)	Titleholder	Will be determined on the basis of valuation by authorized expert based on a replacement value
Solatum for loss of Land, Structure and other immovable assets	Titleholder	100% of arrived value of land and building.
Loss of other immovable assets (value of assets attached to land or building)	Squatters	One-time financial assistance based on valuation of the property subject to a minimum of INR 25,000

2.4.2. Unified R&R Policy

The unified rehabilitation policy is an outcome of the decision to resettle and rehabilitate the entire slum pocket in the Civil Court area, based on the decision of the Divisional Commissioner, and agreed upon by Maha-Metro, PMRDA, SRA and PMC, in the letter dated 1st January, 2021. The letter dated 1st January, 2021 considered as the guiding document for the rehabilitation of Project Affected Families (PAFs) in the said area, the same being a valid policy decision with legal sanctity.

SRA is the primary agency involved in guiding the rehabilitation and resettlement of the PAFs. Decisions taken by SRA have a direct bearing on the Maha-Metro project. Not only has SRA conducted the survey to determine the eligibility criteria of PAFs, but also it is responsible for providing alternate housing and its maintenance, as well as reviewing appeals of aggrieved PAFs from the Kamgar Putla and Rajiv Gandhi Nagar sites for consideration as eligible. Moreover, it is also facilitating talks for education and employment of PAF children and youth respectively.

The SRA has the authority to notify the settlements as slums, which have been seen in the Civil Court area and it is therefore pertinent to understand the typical provisions of the Slum Rehabilitation Scheme to understand the decisions taken in the Civil Court metro site. The main provisions of Slum Rehabilitation Scheme (SRS) are as below;

- The GOM can establish a Slum Rehabilitation Authority or Authorities to serve as a Planning Authority as per the Maharashtra Slum Areas (Improvement, Clearance and Redevelopment) Act, 1971. In its essence, the SRA aims to make better provisions for the improvement and clearance of slum areas and their redevelopment
- The State Government may appoint different SRAs for different areas, formulate and implement slum rehabilitation schemes and act or undertake other things for rehabilitation of a slum.
- The SRA has the authority to declare an area as a slum based on set parameters.
- The SRA publishes the provisional SRS for the notified area for the general public, invites comments suggestions, considers objections, modify as deemed fit or necessary, and publishes a final SRS.
- The SRS-
 1. Indicates the manner in which the rehabilitation will be carried out
 2. Provides for obligatory participation of landholders and occupants
 3. Provisions transit accommodation and other

- The GOM may appoint any person to be the Competent Authority for the purpose of this act,
- Some of the Slum Rehabilitation Scheme (SRS) minimum benefits include provisioning of alternate tenement of 269 sq.ft, the formation of a co-operative housing society for implementation of SRS by eligible slum dwellers, appointment of developer for execution of SRS, and other
- The SRA provides for aggrieved persons to appeal to a Special Tribunal once an area has been declared forslum rehabilitation
- Persons allotted tenements under the SRS are restricted to transfer the tenement by way of sale, gift, exchange, lease or otherwise for a period of 10 years commencing from the date of allotment.
- The State Government has the authority to issue directions to the SRA (special or general directions) as it maythink necessary for carrying out the purposes of the Act.
- The SRA conducts the survey, which is a prescribed format to determine eligibility of slum dwellersfor alternate housing under the scheme

The process to rehabilitate the PAFs relies on the unified rehabilitation policy, for which the Competent Authority has been appointed by SRA. Refer Table-4 for the comparison of RAP and Unified R&R Policy Entitlements & Table-7 for Gap Analysis- RAP Entitlements versus Entitlements in Unified Rehabilitation Policy.

Table:4 Comparison of RAP Entitlement Matrix (Rehabilitation Aspects and Unified R&R Policy)

RAP Requirements / Category of Impact	Eligibility	RAP Entitlements	Entitlements under Unified R&R policy
Provision of housing units in case of displacement	Displaced family whose residential structure is lost due to acquisition	For non-titleholders- a residential flat as per SRA norms to be provided	SRA flat to be provided as per norms i.e. 269 sq ft. or 25 sqm area to non-titleholders who can prove eligibility as per the cut-off date declared by the government.
Subsistence grant for displaced family	Displaced family	<ul style="list-style-type: none"> One-time payment of INR 36,000 shall be paid to each displaced family. Any displaced family belonging to the Scheduled Caste or the Scheduled Tribe category, or a vulnerable group shall receive an amount equivalent to fifty thousand rupees (INR 50,000). This amount is an additional to subsistence grant. Additionally, vulnerable groups who are impacted will be provided facilities of Skill Improvement Training 	Not included in the Unified R&R Policy
Transportation cost	Displaced family	One-time financial assistance of INR 50,000 for shifting family, building material, belongings and cattle shall be given to each displaced family	Actual transportation cost of INR 4,000 to be paid to eligible PAFs for moving to allocated relocation SRA flats. Additionally, transportation facilities in the form of pick up vehicles were made available for their shifting from their slums to the rehabilitation areas.
Cattle shed / petty shops cost	Affected family	Each affected family that has a cattle shed or a petty shop on the acquired land shall get one-time financial assistance based on valuation of the structure, subject to a minimum of INR 25,000 for re-construction of cattle shed, or petty shop as the case may be	PAFs losing their shops as per the eligibility criteria to be provided INR 10 lakhs for units measuring greater than 100 sq. ft, and INR 5 lakhs for units less than 100 sq.ft., which included transportation cost. Since, the paid compensation of Rs. 10 Lakhs and 5 Lakhs was beyond the RAP entitlements hence all the eligible PAFs has accepted it and onward Maha-Metro has not received any compliant.
One-time grant to artisan, small traders	Affected family	<ul style="list-style-type: none"> Each affected family of an artisan, small trader or self-employed person or a displaced family, 	

RAP Requirements / Category of Impact	Eligibility	RAP Entitlements	Entitlements under Unified R&R policy
and certain others		which owned non-agricultural land, or commercial, industrial, or institutional structure in the affected area, shall get one-time financial assistance based on valuation, subject to minimum of INR 50,000	
One-time resettlement allowance	Affected family	Each affected family will be given a one-time resettlement allowance of INR 50,000	An amount of INR 50,000 has been allotted to each 'residential unit' (and paid to SRA for housing maintenance)
Loss of community structures	Community	100% replacement cost of a similar structure	To be undertaken as per SRA norms
Employment allowances	Affected family	INR 5 lakh to each affected family to that has an eligible candidate for employment	Not included
Stamp Duty and registration charges	Will be borne by Maha- Metro	Transaction cost to be paid or waived off.	For each allocated flat, a sum of INR 21,000 towards registration fee (1%), and a sum of INR 1,26,000 towards stamp duty (6%) were waived off

2.5. R&R of the Civil Court Development Area

The Civil Court area, which includes Kamgar Putla and Rajiv Gandhi Nagar settlements were notified as slums by the Slum Rehabilitation Authority (SRA), Government of Maharashtra in the year 1985 as reported by SRA. Therefore, it has been stated that rehabilitation and resettlement of the PAFs falls under the jurisdiction of the SRA.

. At the same time, Kamgar Putla and Rajiv Gandhi Nagar also fall under the Civil Court development area, wherein, multiple stakeholders (PMDRA, PMC, Maha-Metro and SRA) are involved. Accordingly, the Divisional Commissioner on behalf of the Government of Maharashtra and under the guidance of the Deputy Chief Minister (the Guardian Minister of Pune city) decided to rehabilitate the entire slum pocket i.e. Kamgar Putla and Rajiv Gandhi Nagar together. The Deputy Commissioner of Pune Municipal Corporation (PMC-Zone 2) was appointed as the ‘Competent Authority’ for the rehabilitation and resettlement processes and to carry on the survey to determine the eligibility of PAFs residing in the said areas, vide letters 5th July, 2019 and 1st October, 2020,. Refer Fig: 1 For Original Civil Court Station Footprint Area and Fig: 2 for joint Master Plan Layout of Civil Court Multimodal Hub.

Figure 1: Original Footprint of Civil Court Area

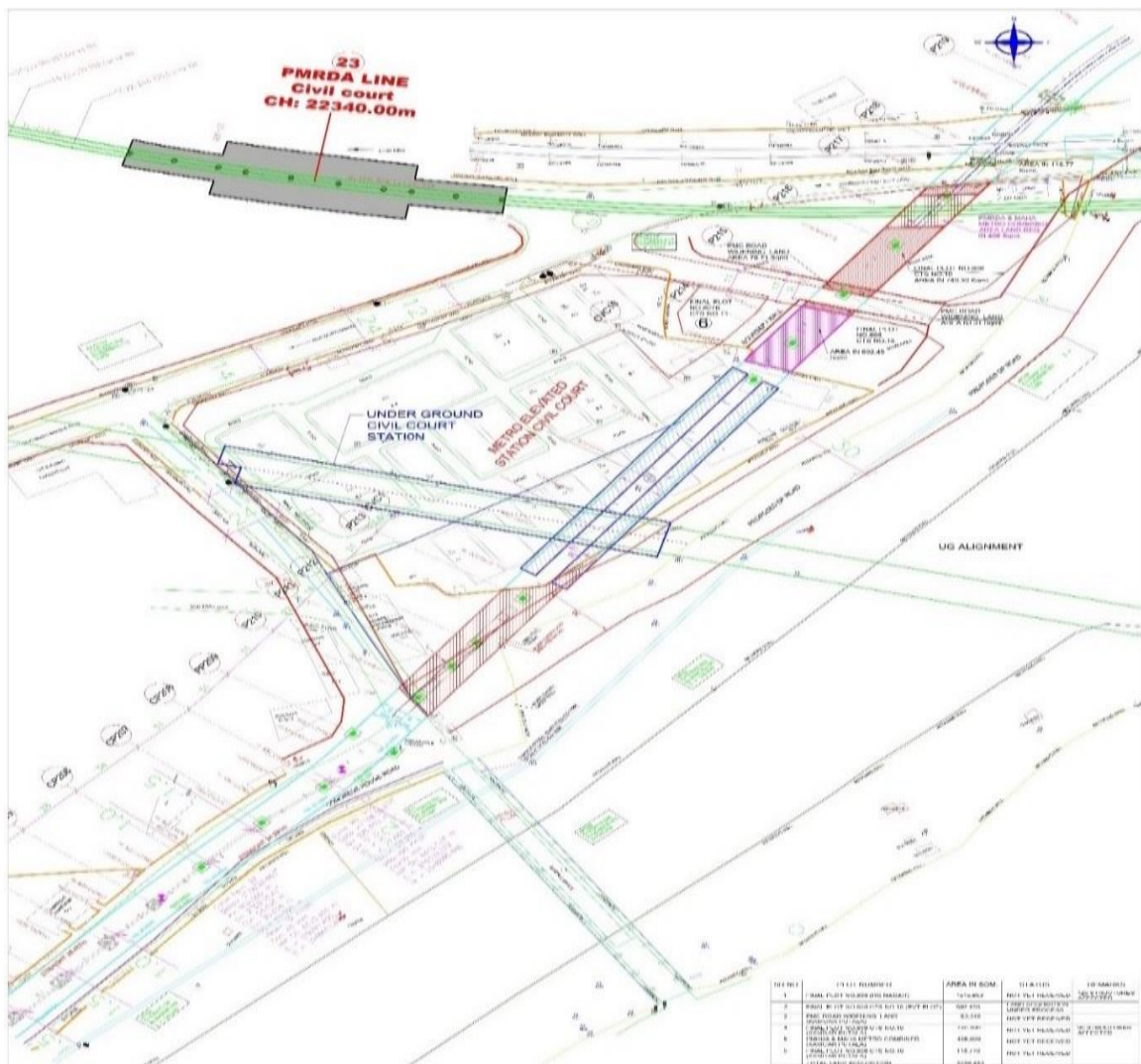
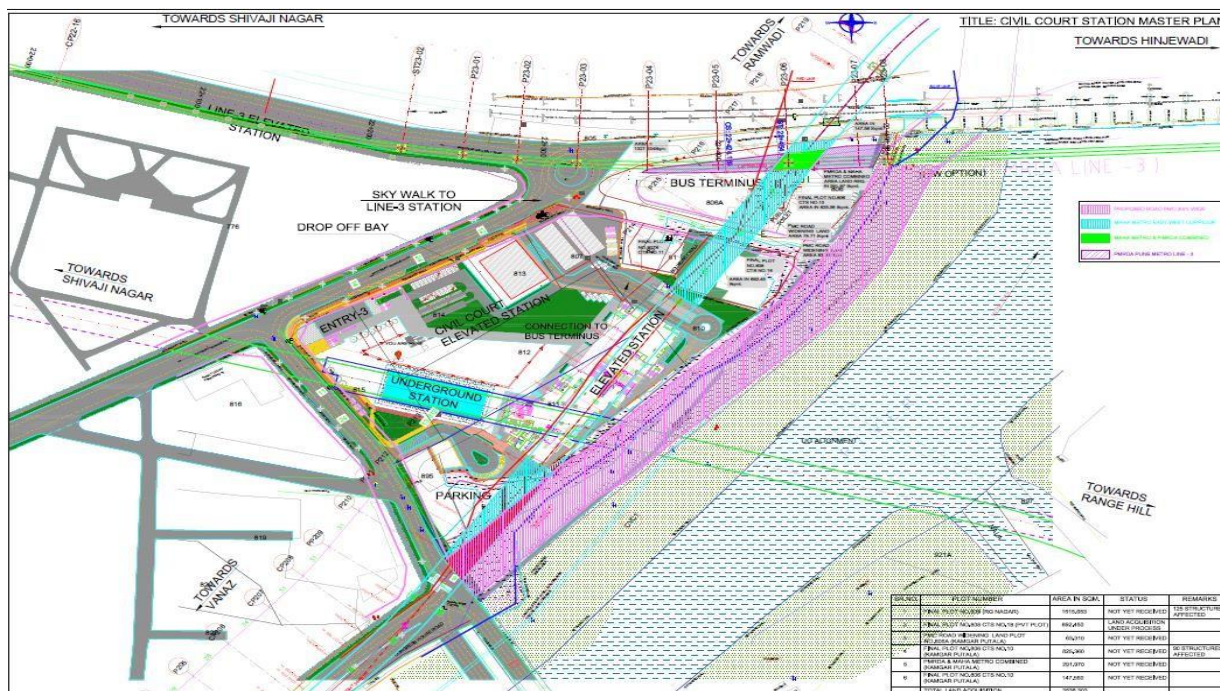


Figure 2: Joint Master Plan of Civil Court area



2.6. Cut-off Date

As per the erstwhile RAP, the cut-off date is the date of first notification, (24th December, 2016) for land acquisition for the metro project under the applicable act or government order in cases of land acquisition affecting legal titleholders. For non-titleholders, cut-off date would be the date of Census Survey.

A census survey of 234 PAFs was attempted in July 2017 by Maha Metro. However, due to public opposition, only 144 of the 234 families could be surveyed. The survey was completed in July 2017.

However, when the Unified R&R Policy was passed as the applicable R&R scheme for the entire Civil Court development area, SRA was appointed as the nodal agency to undertake surveys and determine the total number of eligible PAFs. As per law, whenever SRA is involved for slum rehabilitation purposes in Maharashtra, a universal cut-off date of 1st January 2000 which is the notified date of SRA, is deemed applicable. All slum dwellers who are able to provide residential proofs of having lived in the to-be-rehabilitated slum on or before 1st January 2000 are eligible for an SRA relocation flat. This occurs when a private real estate developer intends to redevelop the slum area [and in turn received benefits such as Floor Space Index (FSI) to develop a private saleable residential or commercial project, or Transferrable Development Rights (TDR)]. The government can also proceed to resettle the slum for public purposes as per the cut-off date.

However, the Unified R&R policy made changes to the typical SRA cut-off date and announced that for all slum rehabilitation purposes for this project, cut-off date of 24th December, 2016 is applicable (i.e. the Pune Metro Public Notification date). This was reportedly done to ensure that more people are eligible for rehabilitation as against the 1st January 2000 date. The SRA survey was published on 19th January, 2021. Further, a supplementary Survey was published on 2nd June, 2021. In order to be considered as eligible, the PAFs have to share at least 3 documents for verification, such as Aadhar card, ration card, water / electricity bills, school leaving certificate, vaccination cards and other relevant documents as proof of bonafide living prior to December 2016. It is re-iterated that in case of grievances, they could approach the dedicated GRM, explained in clause 2.4.

2.7. Enumeration of PAFs

2.7.1. PAFs under the Civil Court Metro Station

As per the approved RAP, the total number of PAFs in Kamgar Putla and Rajiv Gandhi Nagar identified were 234. The 234 identified PAFs fall under the original metro footprint. Out of 234, only 144 PAFs could be reached out in the 2017 socio-economic survey, whereas the remaining resisted to participate in the survey for reasons varying from demand for in-situ rehabilitation, to cash compensations, to additional benefits among others. Therefore, of the 234 PAFs, Maha Metro has detailed information only of 144 PAFs who participated in the socio- economic survey. With the introduction of the SRA survey published on 19th January, 2021, this number went up to 278, wherein 274 PAFs and 4 CPR structures were clearly identified as ‘impacted by Metro.’

Out of 274 PAFs (List is enclosed as **Annexure -2**) 12 are commercial units and balance 262 are residential units. Of the 12 commercial units, 10 have been found eligible while other 2 are found ineligible and their claim were rejected as they could not produce the required papers prior to cut off date.

Out of 262 residential PAFs, 260 are found eligible and their claims were accepted by the Competent Authorities, while 2 were found ineligible and their claims were rejected as they could not produce the required papers prior to cut off date. Out of 260 PAFs, 13 PAFs were eligible but they did not accept the flat allotted to them. Maha-Metro has reached out to these PAFs and they will be included in comprehensive livelihood restoration plan. The list of 13 PAFs is enclosed as **Annexure-3**.

2.7.2. PAFs under the Proposed Multimodal Transport Hub at Civil Court Area

The Civil Court area is as an interchange station for Metro lines 1 and 2 being constructed by Maha Metro, and Line 3 being constructed by PMRDA. The area has therefore been identified as important, for creation of a Multimodal Transport Hub, which requires the development of DP road by PMC. Likewise, the area will also include other facilities such as a bus terminus, parking area, passenger waiting areas, skywalks and subways. This has caused an overall increased land requirement to cover the footprint of the Multimodal Transport Hub in the Civil Court area, which primarily includes Kamgar Putla and Rajiv Gandhi Nagar settlements. As per the SRA survey, the Competent Authority indicated that the total number of PAFs in Kamgar Putla and Rajiv Gandhi Nagar are 1264, which is inclusive of the 274 PAFs that were originally impacted by the Maha-Metro footprint as given in Section 2.6.1. As mentioned earlier in this report, with the introduction and enumeration of PAFs under the SRA survey, the liability of rehabilitating the eligible PAFs (989) was divided among Maha-Metro (534), the PMRDA (175) and the PMC (280). However, the financial constraints on the part of PMC led to the transfer of 280 PAFs to Maha-Metro, and therefore the liability of rehabilitation of Maha-Metro moved up to 814 PAFs. Currently, Maha Metro is only responsible for the financial liability of the 814 PAFs, which are eligible for entitlements as set out under the unified rehabilitation policy.

Table 5 and 6 provides information on eligible/non eligible and allocated R&R responsibility respectively.

Table:5 Eligible and Non-eligible PAFs

Total affected PAFs	Eligible PAFs	Non-eligible PAFs
1264	989 (78.24%)	275 (21.76%)

Table:6 Affected PAFs and allocated R&R responsibility

Total affected PAFs	Maha-Metro (PAFs)	PMRDA (PAFs)	PMC (PAFs)
1264	814	175	0

2.8. Allotment Process, Shifting & Associated Facility provided by Maha-Metro

- On 24.03.2021, the Competent Authority published a notice in the newspapers i.e. Lokmat, Daily Pundari, intimating the PAFs to raise objections if any by 26.03.2021. The families meeting the eligibility criteria were entitled to drawing lottery for the allocation of apartments. Lottery process was initiated on 31.03.2021. It was also intimated to PAFs that the final list of allottees would be published on 01.04.2021.
- Special camps were arranged at Civil Court area for registration of Sale Agreements between SRA and PAFs.
- PAFs who completed their registration formalities were handed out the keys of the new flats located at Viman Nagar / Hadapsar. The families were provided a cash component of Rs. 4000, which is the actual transportation cost from Civil Court to Viman Nagar /Hadapsar. In addition, pick-up vehicles were provided for transportation of goods to Viman Nagar and Hadapsar rehabilitated sites from Civil Court Area.

It is pertinent to mention that utmost dignity was maintained while dealing with the [process of evacuation and there was absolutely no man-handling of any kind. Lady police personnels were also deployed by the authorities to cater to any unforeseen incidents, keeping in line with International Humanitarian principles.

- Further, to provide the assistance in society formation, Maha-Metro appointed an NGO, Centre for Youth Development and Activities (CYDA) at both locations to reduce the growing mistrust in the communities towards the authorities and to build confidence in them. CYDA thereafter conducted several sessions to explain the importance and benefits of society formation, despite which, the residents have not come forward so far to complete the society formation process. However, the effort is still on and it is expected that eventually this matter will be resolved.
- Residents of Viman Nagar and Hadapsar highlighted some repair and maintenance works in the buildings, for which an independent authority (PWD, building division) was engaged by the Divisional Commissioner. The team of PWD engineers have conducted the structural audit and submitted the report. Actions on the findings are underway. Overall, it was mentioned in the report that the buildings are structurally safe for habitation and there is no threat.
- In order to improve the public transport facility for rehabilitated families, regular bus facility was started by PMC from Viman Nagar and Hadapsar to Civil court. Any resident willing to reach the city can take a ride for a very nominal fare.
- Maha-Metro has initiated comprehensive Livelihood Restoration programme (LRP) for the rehabilitated PAFs. As a part of LRP development, Maha-Metro selected the LRP consultant in the month July 2023 and activities with respect to Livelihood Restoration Plan (LRP) formulation are under progress and shall be completed in 4 months timeline.

GAP ASSESSMENT

3. GAP ASSESSMENT AND ACTIONS UNDERTAKEN

3.1 GAP analysis of RAP Entitlements versus Entitlements in Unified Rehabilitation Policy

As per the original RAP, Maha-Metro footprint was only affecting 274 families. The Compensations/ entitlements was supposed to be provided as per approved RAP/RPF. Maha-Metro has complied the same in respect of other areas except Civil Court area. After adoption of unified R&R policy for civil court area, the following Table 7 provides a gap between the RAP and unified R&R entitlements and action taken by Maha-Metro to address the gaps.

Table:7 Gap Analysis- RAP Entitlements versus Entitlements in Unified Rehabilitation Policy

Sr. No.	RAP Requirements / Category of Impact	Eligibility	Maha Metro RAP Entitlements	Entitlements under Unified R&R policy	Action taken by Maha-Metro	Proposed Gap filling Actions by Maha-Metro (Through comprehensive Livelihood Restoration Program.)
1.	Provision of housing units in case of displacement	Displaced family whose residential structure is lost due to acquisition	For non-titleholders- a residential flat as per SRA norms to be provided	SRA flat to be provided, as per norms i.e. 269 sq ft. or 25 sqm area to non-titleholders who can prove eligibility as per the cut-off date declared by the government.	All eligible PAFs have been provided the SRA units measuring 25 sq. mt.	<p>Maha-Metro would provide followings support to the displaced PAFs through LRP implementation agency.</p> <ol style="list-style-type: none"> Will explore synergies with the health department and explore the possibilities of providing better and cheaper access to health centres. Will organize health camps in the SRA colonies (once in year) till the end of LRP. <p>Additionally, Maha-Metro would also provide support to PAFs in formalizing CHS and facilitate meetings, which broadly include the following:</p> <ol style="list-style-type: none"> Mediating in finalization of office bearers for the CHS (although not influence decision making) Provide guidance in sensitising the need for representation of SC/ST and other vulnerable groups in the CHS Facilitate in opening bank accounts for the CHS for administrative and maintenance activities Assess the options of vocational training, type of skills required, explore the market linkages and value chain support for establishing SHGs.
2.	Subsistence grant for displaced family	Displaced family	<ul style="list-style-type: none"> One-time payment of INR 36,000 shall be paid to each displaced family. Any displaced family belonging to the Scheduled Caste or the Scheduled Tribe category, or a vulnerable group shall receive an amount equivalent to fifty thousand rupees (INR 50,000). This amount is an additional to subsistence grant. Additionally, vulnerable groups who are impacted will be provided facilities of Skill Improvement Training 	Not included in the Unified R&R Policy	-	<ol style="list-style-type: none"> Displaced families including Scheduled Castes or Scheduled Tribe communities, or vulnerable groups will be provided skill improvement training under livelihood restoration program (LRP). Maha-Metro with the help of LRP consultant will explore synergies with Social Welfare Department and the Department of Higher Education, and any other for provisioning of scholarships / educational support to SC/ST students, with preference for girl students Maha-Metro shall take efforts to orient SC/ST students regarding scholarship opportunities

Sr. No.	RAP Requirements / Category of Impact	Eligibility	Maha Metro RAP Entitlements	Entitlements under Unified R&R policy	Action taken by Maha-Metro	Proposed Gap filling Actions by Maha-Metro (Through comprehensive Livelihood Restoration Program.)
3.	Transportation cost	Displacedfamily	One-time financial assistance of INR 50,000 for shifting family, building material, belongings and cattle shall be given to eachdisplaced family	Actual transportation cost of INR 4,000 to be paid to eligible PAFs for moving toallocated relocation SRA flats.	<ul style="list-style-type: none"> The actual transportation cost INR 4,000 paid to eligible PAFs which was acceptable to them. In addition, pick-up vehicles were provided for transportation of goods to Viman Nagar and Hadapsar rehabilitated sites. 	<ol style="list-style-type: none"> For better accessibility, Maha-Metro will work with agencies such as the Pune Mahanagar Parivahan Mahamandal Ltd. To make travel affordable, Maha-Metro shall explore options of developing systems wherein Maha Metro/PMC can provide bus passes on subsidized rates, or any other partnerships that may aid in providing better access to the different parts of the city.
4.	Cattle shed / pettyshops cost	Affected family	Each affected family that has a cattle shed or a petty shop on the acquired land shall get one-time financial assistance based on valuation of the structure, subject to a minimum of INR 25,000 for re-construction of cattle shed, or petty shop as the case may be	PAFs losing their shops as per the eligibility criteria to be provided INR 10lakhs for units measuring greater than 100 sq.ft, and INR 5 lakhs for units less than 100 sq.ft., which included transportation cost.	PAFs losing their shops as per the eligibility criteria was paid INR 10lakhs for units measuring greater than 100 sq.ft, and INR 5 lakhs for units less than 100 sq.ft., which includes transportation cost.	<ol style="list-style-type: none"> Maha-Metro will identify the types of skill development programmes or vocational training required by the PAFs, and types of skills that are in demand in the market, including the metro project. Maha-Metro will refer to the survey report in terms of existing skill sets, and look to either upgrade them, or diversify them to make PAFs more employable, and enable them to increase incomes. The skill development program should focus on urban context, with provisions for trainings in a variety of sectors- industrial sector (especially the industrial areas like Chakan), IT industry, real estate and facility management, health care, transportation, gig worker economy, infrastructure etc. The skills can be mapped from the NSDC courses, collaborating with affiliated institutes and CSR programs of private companies. Maha-Metro will identify the needs of the PAFs and accordingly identify assistance programmes. It can also sign MOUs or collaborate with service industry and companies and facilitate hiring of affected persons in these companies. Maha-Metro will map the required skills (construction and operations) for Metro project with the existing skill base. Some programmes should be designed to create an employable base among PAFs.
5.	One-time grant to artisan, small traders and certain others	Affected family	Each affected family of an artisan, small trader or self-employed person or a displaced family, which owned non-agricultural land, or commercial, industrial or institutional structure in the affected area, shall get one-time financial assistance based on valuation, subject to minimum of INR 50,000			
6.	One-time resettlement allowance	Affected family	Each affected family will be given a one-time resettlement allowance of INR 50,000	Not included. Instead, an amount of INR 50,000 has been allotted to each 'residential unit' (and paid to SRA for housing maintenance	Amount of INR 50,000 has been allotted to each 'residential unit' (and paid to SRA for housing maintenance	<ol style="list-style-type: none"> As part of an immediate livelihood creation directed towards women PAFs, Maha Metro can explore direct or through third party, employment to at least one woman from each PAF. So that women can become part of the unskilled and semi-skilled workforce such as housekeeping, gardening etc. Post skill development and capacity building trainings and workshops, the women PAFs can be accommodated in the skilled and highly

Sr. No.	RAP Requirements / Category of Impact	Eligibility	Maha Metro RAP Entitlements	Entitlements under Unified R&R policy	Action taken by Maha-Metro	Proposed Gap filling Actions by Maha-Metro (Through comprehensive Livelihood Restoration Program.)
						skilled workforce.
7.	Loss of community structures	Community	100% replacement cost of a similar structure	To be undertaken as per SRA norms	To be undertaken as per SRA norms	Maha-Metro with the help of SRA will construct community structures in the rehabilitated buildings area.
8.	Employment allowances	Affected family	INR 5 lakh to each affected family to that has an eligible candidate for employment	Not included	-	Maha-Metro will provide employment assistance/referrals under Livelihood Restoration Program.
9.	Stamp Duty and registration charges	Will be borne by Maha- Metro	Transaction cost to be paid or waived off.	For each allocated flat, a sum of INR 21,000 towards registration fee (1%), and a sum or INR 1,26,000 towards stamp duty(6%) were waived off	Maha-Metro has provided required assistance therefore the registration fee and stamp duty were waived off.	-

To fulfill the identified Gaps between original RAP and Unified R&R Policy, Maha-Metro has already developed Livelihood [Restoration Framework](#). Maha-Metro will commence the following actions.

- A) Maha-Metro will undertake a Livelihood Restoration Program (LRP), which will include a socioeconomic survey targeting the Project PAFs, and a livelihood baseline assessment of the entire displaced population affected in the Civil Court area resettlement. Maha-Metro along with LRP implementing agency will facilitate in exploring possible job opportunities for those PAFs who will complete the training process satisfactorily.
- B) Maha-Metro will hire a third-party auditor for monitoring the RAP addendum.

In order to comply with the action(s) mentioned in (A), Maha-Metro conducted a livelihood baseline assessment and the LRF was developed (Refer Annexure-5 for LRF). the findings of which are narrated in **Section-4**.

LIVELIHOOD BASELINE STUDY

4. Livelihood Baseline Study

As a basis to develop the livelihood restoration framework for the project, a Livelihood Baseline Study was conducted in the month of November, 2022 after relocation, to identify the Socio-economic status and develop a baseline condition of the PAFs with respect to their past and present living standards, livelihood resources, social networks and access to services and specific impacts of location. The development of the LRP was undertaken, taking into consideration the findings of the baseline study and LRF document. The Livelihood Restoration Framework (LRF), was developed in the Month of February, 2023 with the following objectives:

- To address and ensure fulfillment of gaps that are connected to relocation of project affected families (PAFs) as found in the rapid assessment survey;
- To provide options to eligible PAFs to restore livelihoods and standards of living to at least pre project levels;
- To provide guidance to Maha Metro on improving the living conditions of the PAFs through provisioning improved facilities at the rehabilitation sites;
- To provide guidance to Maha Metro to develop a Grievance Redress Mechanism (GRM) in general; and
- To provide guidance to Maha Metro to establish institutional arrangement and procedures to implement & monitor the LRP.

Development of Survey Tool for Baseline Study: The development of an all-encompassing survey tool was deemed vital for the success of an LRP. In the current context, since the process of relocation has taken place in an urban setting, attempts were made to develop a tool that was tailor made and contextualized to livelihood profiles that were mostly prevalent in urban areas. The tools that aided in capturing the income and expenditure patterns are most relevant. Additionally, Maha Metro hired a local social development expert organization (CYDA), - for conducting the Livelihood Baseline Survey to develop the Livelihood Restoration Framework (LRF) as have been explained in details in the afore-mentioned paragraphs.

Survey objective - The tool covered a brief description of the objective of the survey for the PAFs to have a clear understanding of the purpose of the exercise. This was done to capture the most accurate information of the PAFs, as much as possible.

Unique household identification - Maha Metro through CYDA developed a unique code system for the identification of each affected household. The unique household ID was developed in tandem with the already existing household data that was available with the SRA and the Maha Metro General Consultants (GC) who have long been involved in the relocation process of the PAFs. The unique identification shall be used until Maha Metro exits the LRP program.

Vulnerability- the Vulnerability among marginalized communities/PAFs such as the Dalit (constitutionally recognized as the Scheduled Castes) community has been well identified. Additionally, the survey tool included components, which captured gender (including third gender), religion, physical disabilities and any other vulnerabilities.

- The survey tool further included the following:
 - ✚ Household information linked to the relocation process;
 - ✚ Household details linked to number of family members, sex, religion, etc.;
 - ✚ Household demography and profile;
 - ✚ Household income (sources) and expenditure;
 - ✚ Household debt and sources of credit;

- ✚ Monthly average household expenditure;
 - ✚ Location of the workplace (including distances);
 - ✚ Impacts of relocation;
 - ✚ Aspects of stakeholder engagement and grievance;
 - ✚ Perception of the PAFs; and
 - ✚ Preferred modes of assistance.
- The survey tool also included a section for general comments that the respondents would want to share and are relevant for the development of the LRP.
 - Finally, the survey tool was translated in the local language (Marathi) which helped in better communication with the PAFs and provided increased accuracy in data collection.

4.1 Identification of Third-Party for Undertaking the Livelihood Baseline Study

Maha Metro has identified a local NGO M/s CYDA, which has good local capacities, knowledge and networks in Pune area and have excellent working experience with slums. This has played a vital role in undertaking the livelihood baseline study. The fact that it was the same agency which helped in confidence and trust building at the very onset, has facilitated the efficiency of process of livelihood baseline study.

4.2 Orientation of Third-Party

Upon development of the survey tool and identification of the partner agency, an orientation programme and pilot testing of the survey tool was undertaken. This exercise was undertaken to introduce and inform the investigators about the tool and the information that was to be collected from the PAFs. Based on the pilot, the tool was further revised based on the gaps and discrepancies that were identified.

4.3 Data Collection

The aim of the data collection exercise was to collect information from all PAFs that fall under the liability of Maha Metro. Exceptions were made in cases where the PAFs did not provide consent to participate in the data collection exercise, or the LRP in totality. Additionally, exceptions were also made in cases where the PAFs could not be traced and in cases where the PAFs did not accept the entitlements as given in the Unified R&R Policy (and therefore did not take possession of the flats as provided by the SRA). **Table 8** below summarizes the same:

Table:8 Summary of Socio-Economic Survey

Rehabilitation Site	Building	Total Flats	No. of Households Covered	Households Not Available / Did Not Participate / Closed Flats	No. of Rented Flats
Hadapsar	C	228	154	69	5
	D	171	134	35	2
Viman Nagar	A	49	23	19	7
	C	125	58	56	11
	D	121	64	48	9
	E	136	60	68	8
Total		830	493	295	42

4.4 Household Survey for Livelihood Baseline Study

For the purpose of the livelihood baseline study, Maha Metro and CYDA considered a 'household' as the unit of study. However, even though a household was considered as a unit of study, the study has accounted for all individuals whose livelihoods have been impacted. Some of the key findings from the socio-economic survey are given below:

- **Type of families** - Nuclear families account for 46% of households, while joint families account for 52.5%. Women headed nuclear families account for 1.5%;
- **Age composition of respondents** - 19.1 % respondents belonged to the age group of 18 to 25 years, 24.3% from 26 to 35 years, 26.4% from 36 to 45 years, 12.8% from 46 to 55 years, 9.9% from 56 to 65 years, 4.9% from 66 to 75 years and 2.6% were over 75 years. Around 70% respondents were between the age group of 18 to 45 years.
- **Religion** - 81.1% of households are Hindus, 13.4% are Muslim, 5.1% are Buddhist and 0.4% belong to other religions;
- **Social category** - 20.5% of households are General category, 64.7% are Scheduled Castes (SCs) households, 2.8% are Scheduled Tribe households (ST), 9.7% belong to the Other Backward Castes (OBCs), 1.4% households are Vimukta Jati Nomadic Tribes (VJNT), and Other category are 0.9%;
- **Mother tongue** - Majority of surveyed families speak Marathi, followed by families that speak Hindi. Majority of surveyed families are from Maharashtra;
- **Ration card** - Around half of surveyed households own saffron ration card holders (above poverty line), i.e. 238 (48.3%) households, followed by 235 (47.7%) yellow card holders (below poverty line), 9 (1.8%) households own white ration cards (higher income group), and 11 (2.2%) households do not ration cards;
- **Literacy** - 18.2% of the household members are illiterate, 78.3% are literate and 3.5% can read and write;
- **Skills (women)** - Majority of the women are involved in informal and unskilled activities, which include domestic work (88) and scrap workers (107). Women members who are homemakers are also high (112);
- **Unemployment** - After displacement, the unemployment increased by 5.7%, which may be due to reduction in involvement in work activities such as cooks, domestic workers, petty trade, private jobs, scrap workers, street hawkers, trade / businesses, wage labour, waste collection activities, etc.
- **Livelihood activities** - At both sites, majority PAF members are involved in auto-rickshaw businesses and scrap works;
- **Distance to workplace** - The average workplace distance was 2.9 kms before displacement. This has increased to 10.65 kms after displacement. Transport costs have increased significantly post displacement;
- **Access to health facilities** - Preference of access to health facilities has shifted from government to private health facilities;
- **Child education** - Enrolment of children from the PAFs in government educational institutions has reduced by 28.2% post displacement. While enrolment of children in private educational institutes increased by 26.7%;
- **Adaptive issues** - 76.4% surveyed households from Hadapsar site opined that it is difficult for them to adjust in new locality. 52.7% households at the Viman Nagar site said the same; and

- **Interest in skill development programmes** - 47.3% female members are interested in skill development programmes, while 52.7% males are interested in skill development program.

Majority of the PAFs belong to the SC category (64.7%), followed by general category households (20.5%). Other communities belong to OBC categories (9.7%) and VJNT (1.4%) of the total PAFs surveyed, nuclear families account for 46% of households, while joint families account for 52.5%. Women headed nuclear families account for 1.5%. With respect to religion, 81.1% of households are Hindus, 13.4% are Muslim, 5.1% are Buddhist and 0.4% belong to other religions. About half of surveyed households own saffron ration card holders (above poverty line) (48.3%), followed by 47.7% yellow card holders (below poverty line). 1.8% households own white ration cards (higher income group), and 2.2% households do not ration cards. 18.2% of the household members are illiterate, 78.3% are literate and 3.5% can read and write.

4.5 Impacts on Livelihoods

Occupationally, the PAPs are mostly engaged in localized jobs, which are private in nature. It is evaluated that number of PAPs engaged across all occupations have gone down, with some exceptions, post displacement. For instance, PAPs engaged in domestic work activities have gone down from 16.2% to 14.7%. Persons engaged in trade / business has dropped from 3.1% to 2.2%. Private jobs holders have fallen to 13% from 13.6%. Petty traders have dropped from 3.3 to 2.2%, and wage labourers (unskilled) have dropped from 3.3 to 1.9%. Skilled labourers have gone down to 5.4% from 6.9% post displacement to the relocation sites. Although changes in individual jobs may seem insignificant, unemployment among PAPs has gone up from 10.2% to 15.9% from pre to post displacement. On the other hand, the few exceptions where number of PAPs involved in a livelihood activity has gone up is engagement in auto-rickshaw and taxi driving / ownership, which has increased from 4.7% to 5.2 for drivers (on rent), and 2.8 to 3.4% (owners).

With respect to impacts on businesses, over a quarter of the total households (29%) reported that they had to stop their old businesses upon relocation to the new sites. On the other hand, a majority (62%) have been able to continue with their old businesses, while 3% could expand the sizes of their old businesses.

4.6 Distance to Workplace

Based on the livelihood impacts as given above, it may be noted that impacts have largely been observed in jobs that require travelling longer distances, potentially to the Civil Court area. This is backed by the significant rise in the change in the distance to workplaces of PAPs, which was on an average about 2.90 kms before displacement. The distances have gone up to an average of 10.65 kms post displacement. It can be assessed that jobs that need driving of autos and taxis need not travel long distances and therefore, relocation has not affected these PAPs largely.

4.7 Infrastructure

Upon relocation to the SRA sites at Viman Nagar and Hadapsar, while most of the PAFs have accepted the provisions provided under the Unified R&R Policy, most PAFs have grievances linked to the infrastructural facilities at the relocations sites. With respect to supply of water, water tanker and piped connection is being used at the Hadapsar site, whereas Viman Nagar has piped connection.

The maintenance of SRA units i.e. Hadapsar and Viman Nagar is currently being undertaken by SRA, it is proposed that SRA will be undertaking the same until the PAFs form their own cooperative housing societies. As agreed, INR 50,000 per family to the housing society has been transferred into a corpus, which is being used for maintenance purposes. However, currently, no housing societies have been formed and per the findings of the socio-economic survey. The process of forming associations is reportedly underway. While the discussion of developing housing societies is ongoing between the PAFs and Maha Metro and SRA, it is understood that the members prefer forming an 'association' per building. Additionally, challenges are being faced in the maintenance of a Sewage Treatment Plant (STP) due to its high costs.

4.8 Impacts on Household Expenditure

Although not much difference has been recorded in the changes in income of the PAF groups, impact on income is observed to be indirect and exponential by way of rise in monthly household expenditure. Data suggests 213% rise in the electricity / water bills at the relocation sites. Moreover, the percentage change in transport expenses is as high as 176.4%, and expenses on health have gone up by 61% as compared to before. Overall, the percentage change in monthly expenditure of PAFs has gone up by 55.5% percentage.

4.9 Impacts of Relocation and Adaptive Issues

The relocation sites at Viman Nagar and Hadapsar are each located at about a distance of 10 kilometers from the Civil Court metro site. Consultations with PAFs at the relocation sites reveal direct and indirect patterns of impacts on the livelihoods of community members. Regarding the indirect impacts, PAFs have complained about the rise in the cost of living for reasons such as travelling longer distances to work. Issues associated with adapting to the new locality were one of the major causes of concerns for some of the PAFs. The communities reported that they have limited information of nearby medical facilities, especially public health centers (PHCs) or government hospitals, where they did not have to pay for treatment at these facilities. It is reported in the survey that access to government health facilities is reduced by 28.4% after relocation. Access to private health care facilities has increased by 193.7%, which is indicative of higher expenses on health as compared to earlier. Similarly, the PAFs did not seem to have concrete information on nearby (government) schools, which is indicated in the survey results, enrolment of PAF children post relocation at government schools has reduced by 28.2%. Whereas enrolment in private educational institutions has gone up by 26.7%, again indicative of the increased expenses on education. Overall, majority households from Hadapsar (76.4%) and Viman Nagar (52.7%) complained that about difficulties in adjusting to the relocation sites.

PROPOSED ENTITLEMENTS

5. PROPOSED ENTITLEMENT MATRIX

Based on the impacts identified on livelihood, income expenditure, distance of work place and adaptation to relocation as elaborated in **Section-4** the proposed entitlements are narrated below which includes the eligibility criteria

Table:9 Proposed Entitlement Matrix

Type of Loss / Impact Category	Entitlements as per the Unified R&R Policy	Entitlements under RAP	Gaps	Proposed additional Entitlements	Eligibility
Entitlements under RAP and Unified R&R Policy					
Loss of tenement	Residential unit of 25 sq.mt., at a cost of INR 21 lakhs per unit	An SRA flat of 25-sq.mt size to be provided.	No gaps in the entitlement	None for the specific entitlement	Not applicable
Allowances to consider for vulnerability and expense related impacts alongside loss of tenement	A sum of INR 50,000 for each family / unit to SRA towards maintenance charges and formation of a co-operative housing society at the resettlement sites	<ul style="list-style-type: none"> ■ One-time payment of INR 50,000 shall be paid to each displaced family. ■ Any displaced family belonging to the Scheduled Caste or the Scheduled Tribe category, or a vulnerable group shall receive an amount equivalent to fifty thousand rupees (INR 50,000). This amount is an additional to subsistence grant. Additionally, vulnerable groups who are impacted will be provided facilities of Skill Improvement Training 	<ul style="list-style-type: none"> ■ The PAFs have not directly received a one-time resettlement allowance, instead the money has been paid to the SRA for maintenance and formation of a co-operative housing society at the resettlement sites ■ PAFs belonging Scheduled Castes or Scheduled Tribe communities, or vulnerable groups haven't been identified in the SRA survey 	<ul style="list-style-type: none"> ■ Facilitate the formation of cooperative housing society (CHS) ■ Mediate in finalization of office bearers for the CHS ■ Provide training to CHS office bearers regarding functions, applicable rules / regulations / guidelines, etc. of CHS ■ Provide guidance in sensitizing the need for representation of SC/ST and other vulnerable groups in the CHS ■ Facilitate in opening bank accounts for the CHS for administrative and maintenance activities 	<ul style="list-style-type: none"> ■ Adult PAF universe ■ CHS office bearer PAFs ■ Vulnerable PAF groups (including women) ■ SC/ST PAFs

Type of Loss / Impact Category	Entitlements as per the Unified R&R Policy	Entitlements under RAP	Gaps	Proposed additional Entitlements	Eligibility
Loss of access to erstwhile job/employment location	Actual expenses amounting to INR 4,000 to each family / unit	Transportation - physical assistance or a maximum of INR 50,000 per affected family / unit based on the following criteria of relocation site: <ul style="list-style-type: none"> ■ 1km-5km - INR 10,000 ■ 5km-10km - INR 20,000 ■ 10km-15km - INR 30,000 ■ 15km and above - INR 50,000 	As per the RPF, the entitlement is either physical assistance OR a maximum of INR 50,000 as per the criteria listed in the RPF. Maha Metro states that the actual transportation cost was understood to be INR 4,000, which was paid to the eligible PAFs. The distance of both resettlement (Hadapsar and Viman Nagar) ⁵	None	Not applicable
Loss of commercial structure	INR 10 lakhs for units measuring greater than 100 sq.ft, and INR 5 lakhs for units less than 100 sq.ft., which included transportation cost	Each affected family of an artisan, small trader or self-employed person or a displaced family, which owned non-agricultural land, or commercial, industrial or institutional structure in the affected area, shall get one-time financial assistance based on valuation, subject to minimum of INR 50,000	All PAFs at the Civil Court site were considered as squatters, and only eligible persons as per the SRA cut-off are entitled to receive benefits under the Unified Rehabilitation Policy	<ul style="list-style-type: none"> ■ Linkages to funds or finances such as low interest bank loans, or interest free loans ■ Provision of spaces, preferential shop allotment (based on criteria) in metro and the government funded infrastructure projects 	PAFs who have been allocated commercial structures / shops Or PAFs who used to live in affected slums but had shops outside (to be identified from survey conducted)
Loss of community structures	No provisions mentioned	(Loss of community structures) 100% replacement cost of a similar structure	The resettlement sites did not have some community structures such as Samaj Mandir, temples or community centres. Due to larger residential space in new flats, requirements of	Creation of community spaces within the housing complex for recreational activities is not possible as no additional land is available in the premises.	All PAFs

⁵ Both relocation sites are at a distance of approximately 10 kilometres each from the Civil Court site

Type of Loss / Impact Category	Entitlements as per the Unified R&R Policy	Entitlements under RAP	Gaps	Proposed additional Entitlements	Eligibility
			public toilets not applicable, as the flats have toilets inside.		
Livelihood impacts	One adult member to be provided skill upgradation training based on their educational background. Depending on their credibility, post training, they will be considered for employability as per government norms	INR 5 lakh to each affected family to that has an eligible candidate for employment	Skill development has been proposed, however, there is no guarantee of employment, which is dependent on eligibility, successful completion of the skill development training, and availability of relevant employment opportunities	<ul style="list-style-type: none"> ■ Providing skill develop / training for increased opportunities of employment or income earning activities ■ Maha Metro will develop a Local Employment and Procurement plan, wherein PAFs from Civil Court metro station site should be given preference in job opportunities with their associated partners provided that their skills matches with the job requirement. 	<ul style="list-style-type: none"> ■ Maximum of two adult members from each household ■ Maximum of three adult members from SC/ST/VJNT/other vulnerable households ■ At least one woman from each PAF
Others	For each allocated flat, a sum of INR 21,000 towards registration fee (1%), and a sum of INR 1,26,000 towards stamp duty (6%) were waived off	Stamp Duty and registration charges	No gap observed for eligible PAFs	None	Not applicable
Additional LR Measures based on findings of the Livelihood Baseline Survey (2022)					
Impacts on transport / travel distances	-	-	-	<ul style="list-style-type: none"> ■ Providing increased bus services / public transport facilities for easy access to 	All adult PAFs and children

Type of Loss / Impact Category	Entitlements as per the Unified R&R Policy	Entitlements under RAP	Gaps	Proposed additional Entitlements	Eligibility
				<p>work places, businesses, schools, colleges, health centres, etc.</p> <ul style="list-style-type: none"> ■ Providing free or subsidized bus passes for easy access to work places, businesses, schools, colleges, health centres, etc. 	
Impacts on education	-	-	-	<ul style="list-style-type: none"> ■ Explore and facilitate admission process in government or private schools for children under the Right to Education Act, 2009 ■ Scholarships to students belonging to the SC / ST households for higher education (graduation, post-graduation, masters, MPhil and PHD) can be explored. The scholarship modalities and eligibility criteria shall be developed by Maha-Metro with the help of LRP consultant 	<ul style="list-style-type: none"> ■ All PAF children between the ages of 6 to 14 years ■ SC/ST students enrolled in higher education ■ At least one female student enrolled in higher education
Impacts on access to health services	-	-	-	<ul style="list-style-type: none"> ■ Periodically set up health camps in the SRA colonies for at least 3 years OR ■ Partner with the local public health department to set up a health care centre in the SRA vicinity 	All PAFs

Type of Loss / Impact Category	Entitlements as per the Unified R&R Policy	Entitlements under RAP	Gaps	Proposed additional Entitlements	Eligibility
Impacts on employment	-	-	-	<ul style="list-style-type: none"> ■ Provide skill development and / or vocational training with the aim to improve income capacities and livelihoods ■ Provide job opportunities in Pune Metro (ticket vendors, housekeeping, maintenance works and similar) ■ Provide training on financial literacy / savings 	<ul style="list-style-type: none"> ■ All PAFs whose livelihoods have been impacted due to relocation ■ Adult PAFs who lost their jobs due to relocation may be considered for job opportunities ■ All adult PAFs shall be eligible for training on financial literacy
Institution building	-	-	-	<ul style="list-style-type: none"> ■ Provide skill development and / or vocational training with the aim to improve income capacities and livelihoods ■ Facilitate the formation of SHGs ■ Facilitate measures for access to credit, establish market linkages, value chain support and provisioning of equipment 	Women PAFs who are homemakers

LIVELIHOOD RESTORATION FRAMEWORK

6. LIVELIHOOD RESTORATION FRAMEWORK (LRF)

Based on the findings of livelihood baseline study, Livelihood restoration framework has been developed. The scope, objectives, principles, and suggested livelihood restoration programme in LRF is narrated in below sections and entire Livelihood Restoration Framework Report is enclosed at Annexure-5

6.1 Scope and Objectives of the LRF

The scope of LRF covers all community members that were physically and economically displaced due to the metro project. The LRF also covers community members (under Maha Metro's financial liability) who refused to participate in the socio-economic survey. The objective of the Livelihood Restoration Framework (LRF) is to:

- Provide a framework to develop Livelihood Restoration Programme (LRP);
- To identify any new livelihood options as may be indicated by the PAPs through the Livelihood Baseline Study; and
- To provide structural information that aids in the development of an all-inclusive LRP.

6.2 Principles

The LRF proposes a range of measures for the LRP that can provide support to PAPs for restoration of their livelihoods and overall development. These measures have been developed keeping in consideration a set of indicators that are unique to urban resettlement practices. It is expected that the LRP adapt these principles, which include

- **Transparency and participation** - The process of developing an LRP requires transparency at all stages. Maha Metro shall encourage informed participation of PAFs during preparation and implementation of the LRP. Key information of the LRP shall be timely disseminated to all the stakeholders in the spirit of transparency.
- **Understanding of informal economic and social networks** - The LRP shall be developed based on an all-round understanding of the former informal economic and social networks of the PAFs. Maha Metro shall assess any changes in social and economic networks, as well as any new networks that may have potentially come up post resettlement for preparation of the LRP. Maha Metro shall also assess social networks of vulnerable sections.
- **Adaptive management** - Maha Metro shall develop the LRP considering possible contingencies, keeping in view that the number of PAFs can increase. This is based on the understanding that a sizeable number of PAFs have not participated in the socio-economic survey for preparation of the LRP. Similarly, a sizeable number of PAFs are yet to accept the entitlements under the Unified R&R Policy. The LRP should also consider grievances that are linked to the relocation sites, such as poor water supply and electricity facilities, and general maintenance of the SRA buildings at the time of developing the LRP.
- **Post-resettlement socio-economic surveys and independent monitoring and evaluation** - Maha Metro should undertake routine monitoring and evaluation of the LRP and its implementation.
- **Local capacity building and dissemination of good urban resettlement practices** - Maha Metro shall ensure that the most relevant capacity / skill building initiatives are formulated under the LRP, in association with the most relevant agencies, including but not limited to the local district administration, other government departments, NGOs and private sector companies.

- **Integration of the planning of urban resettlement into a wider municipal urban planning and housing policy context** - Maha Metro is already attempting integration of the PAFs into PMC’s urban planning and housing policy context vis-à-vis SRA housing, wherein it shall be ensured that the integration plan is inclusive and sustainable. This shall be done through ensuring that the sites’ infrastructural facilities are properly maintained, housing societies are established and that these are self-sufficient with time.

6.3 Suggested Livelihood Restoration Programmes

The table below provides details of proposed areas of intervention based on the impacts identified and entitlements proposed. Maha Metro will use the guidance below and develop detailed activity plans for each programme, which will then be implemented. Maha Metro will ensure that the plans developed should look at existing baseline conditions and dynamics linked to gender, caste, economic vulnerability, and access to infrastructure.

Table 10 and subsequent sections summarizes the broader outline of Livelihood restoration programme suggested under Livelihood Restoration Framework (LRF)

Table:10 Livelihood Restoration Programmes

S. No.	Livelihood Restoration Programmes	
A	Institution Building	Programme Description
1.	Facilitate the formation of a cooperative housing society (CHS)	Maha Metro shall act as a key coordinator to facilitate meetings, coordinate with community members and provide support in formalizing a CHS, which is yet to be constituted*. These should include: <ul style="list-style-type: none"> • Mediating in finalization of office bearers for the CHS (although not influence decision making) • Provide guidance in sensitising the need for representation of SC/ST and other vulnerable groups in the CHS • Facilitate in opening bank accounts for the CHS for administrative and maintenance activities
2.	Mediate in finalization of office bearers for the CHS	
3.	Provide guidance in sensitizing the need for representation of SC/ST and other vulnerable groups in the CHS	
4.	Facilitate in opening bank accounts for the CHS for administrative and maintenance activities	
5.	Facilitate the formation of women SHGs	
B	Accessibility	
1.	Providing increased bus services / public transport facilities for easy access to work places, businesses, schools, colleges, health centers, etc.	<ul style="list-style-type: none"> • For better accessibility, Maha Metro to engage and facilitate with agencies such as the Pune Mahanagar Parivahan Mahamandal Ltd.

S. No.	Livelihood Restoration Programmes	
2.	Providing free bus passes for easy access to work places, businesses, schools, colleges, health centres, etc.	<ul style="list-style-type: none"> To make travel affordable, Maha Metro shall explore options of developing systems wherein Maha Metro/PMC can provide free bus passes/metro passes or subsidized rates, or any other partnerships that may aid in providing better access to the different parts of the city for PAFs. As the cost of transport has increased significantly, i.e. 176%; these facilities will help in reducing expenditure levels. Some common bus routes have been available for facilitation of transport of PAFs to civil court area. These will be explored further.
C. Government Convergence		
3.	Explore and facilitate admission process in government or private schools for children under the Right to Education Act, 2009	Maha Metro to prepare a list of government and private schools in the vicinity and initiate conversations with the relevant school authorities. Further, it is expected that Maha Metro identify the school preferences of the parents and ensure that the children are admitted accordingly. Maha Metro shall ensure that all principles under the RTE Act are applied to the PAF children.
4.	Scholarships to students belonging to the SC / ST households for higher education (graduation, post-graduation, masters, MPhil and PHD) can be explored. The scholarship modalities and eligibility criteria shall be developed by the Maha Metro	<ul style="list-style-type: none"> Maha Metro to explore synergies with Social Welfare Department and the Department of Higher Education under GoM, Gol and NGOs for provisioning of scholarships / educational support to SC/ST students, with preference for girl students Maha Metro shall take efforts to orient SC/ST students regarding scholarship opportunities Maha Metro shall identify the higher educational needs and aspirations of students in the PAF universe
5.	Partner with the local public health department to set up a health care centre in the SRA vicinity	Maha Metro to explore synergies with the health department and explore the possibilities of providing better and cheaper access to health centers
D. Health		
6.	Periodically set up health camps in the SRA colonies for at least 3 years	While the process of setting up permanent health centers in the vicinity is being undertaken, Maha Metro would propose routine health camps once in a year at the SRA colonies for 3 years (This would be only applicable for 60 years and above age group)
E. Employment Assistance or Referral		

S. No.	Livelihood Restoration Programmes	
7.	Facilitate measures for access to credit, establish market linkages, value chain support and provisioning of equipment	<ul style="list-style-type: none"> • Maha Metro to identify the needs of the PAFs and accordingly identify assistance programmes. It can also sign MOUs or collaborate with service industry and companies and facilitate hiring of affected persons in these companies.
8.	Explore job opportunities in Maha Metro (ticket vendors, housekeeping, maintenance works and similar)	<ul style="list-style-type: none"> • Maha Metro to map the required skills (construction and operations) for Metro project with the existing skill base. Some programmes should be designed to create an employable base among PAPs.
9.	On an immediate basis, focus on women and develop a Local Employment and Procurement Plan and explore job opportunities in Pune Metro under all unskilled and semi-skilled workforce and contracting and procurement opportunities	<ul style="list-style-type: none"> • As part of immediate livelihood creation directed towards women PAPs, Maha Metro would explore direct or through third party, employment to at least one woman from each PAF. • These women can become part of the unskilled and semi-skilled workforce such as housekeeping, gardening etc. • Post skill development and capacity building trainings and workshops, the women PAPs can be accommodated in the skilled and highly skilled workforce.
10.	Arrange for kiosks to sell homemade food (lunch/snacks). Stalls to be entirely run and operated by women from the PAFs (<i>Bhaji-Poli Kendra</i>)	<ul style="list-style-type: none"> • As Maha-Metro does not owns any land hence placing such kiosks in the city would be difficult. Therefore, implementation of this aspect is not feasible.
F. Skill Building / Training		
11.	Provide skill development and / or vocational training with the aim to improve income capacities and livelihoods	<ul style="list-style-type: none"> • Maha Metro to identify the types of skill development programmes or vocational training required by the PAFs, and types of skills that are in demand in the market, including the metro project. Maha Metro would refer the survey report in terms of existing skill sets, and look to either upgrade them, or diversify them to make PAPs more employable, and enable them to increase incomes. • The skill development program should focus on urban context, with provisions for trainings in a variety of sectors- industrial sector (especially the industrial areas like Chakan), IT industry, real estate and

S. No.	Livelihood Restoration Programmes	
		facility management, health care, transportation, gig worker economy, infrastructure etc. The skills can be mapped from the NSDC courses, collaborating with affiliated institutes and CSR programs of private companies.
12.	Provide training on financial literacy / savings	Maha Metro should mobilize all adult PAFs to undergo this training for better financial literacy and long-term success, even when the LRP and associated support exists.

6.4 Eligibility Criteria

Based on the proposed entitlement matrix as given in **Table-9**, each of the LRP activities have differing eligibility criteria. Maha-Metro with the help of LRP consultant shall develop the modalities of the programmes and shall determine the eligibility based on nuances of the PAF groups. Overall, the 830 PAFs as identified by Maha Metro will be eligible for LRP.

Table:11 Key Considerations for Determination of Eligibility

PAFs	Status of coverage in survey	Numbers	Eligibility determination
PAFs surveyed	These PAFs are identified, and their socio-economic baseline information is available with Maha Matero	493	Their eligibility will be clearly determined and described in Draft Household Entitlement Plans (HEP) for each PAF. Maha-Metro with the help of LRP consultant will discuss the list of programmes with each household and help them select the appropriate LRP activity to what they are eligible. These will be added in the Draft HEP, which will then be finalized by Implementation Agency (after finalization of LRP).
PAFs not surveyed	Maha Metro has list of PAFs that could not be surveyed.	337	Maha-Metro with the help of LRP consultant will refer this list to verify any claims for LRP benefits. After verifying their details from this list, will complete the Draft HEP and accept it.
Total		830	

6.5 Preparation of Draft Household Entitlement Plan

The details of impacts (residential or commercial), key socio-economic parameters, and LRP entitlements for each household will be provided in Household Entitlement Plans (HEP). The Draft HEP for all affected households will be prepared by Maha-Metro with the help of LRP consultant and shared for agreements. The Draft HEPs for surveyed households include the socio-economic profile

information collected during the census survey. The Draft HEPs for households, which are not surveyed, will only have limited information available now.

All PAFs who were not covered during HEP survey can claim their entitlement to LRP benefits by approaching Maha Metro through its appointed agency, which will examine these claims and prepare a Draft Micro Plan for them.

6.6 Accompanying Safeguards

In order to ensure the effective implementation of the LRP, below accompanying safeguards measures will be ensured:

- **Appointment of Liaison Officer** - In order to ensure better flow of information and communication regarding the LRP initiatives and preferences, a Liaison Officer will be appointed who shall assume dedicated responsibility for all information sharing of the LRP programmes. The Liaison Officer shall act as a point of contact for the purpose of the LRP and shall undertake an administrative role.
- **Vulnerable groups** - Vulnerable groups such as SCs, STs, women headed households, the elderly, persons who are physically disabled and similar groups shall be given preference under the LRP.

6.7 Development of Livelihood Restoration Plan (LRP)

Maha-Metro with the help of selected consultant shall develop the LRP, which will be based on the Livelihood Restoration Framework document and findings of the socio-economic survey. Further, in order to develop the Livelihood Restoration Plan Maha-Metro has initiated the process of identifying/selecting LRP consultant and floated open tender (NCB) on 24th March 2023 which is at completion stage. The roles, responsibilities and deliverables of the LRP consultant have been outlined in the Scope/ Terms of Reference (TOR) provided in LRF and enclosed at **Annexure-5**

6.8 Livelihood Restoration Plan Execution (LRP)

6.8.1 Disclosure of LRP

Maha-Metro shall disclose the developed LRP to the PAFs. The process will be undertaken with ample notice to the PAFs and it shall be recorded. Since the development of the LRP shall be a consultative process, it is expected that the disclosure of the programme be undertaken for feedback from the PAFs and their approval. Since the LRF and the baseline study have already provided trends on the type of assistance needed by the PAFs hence the LRP plan shall be developed in structured format and translated in Marathi in a way that makes it legible for the PAFs. The disclosure process should be used by Maha Metro as a platform to consult, and record formal feedback of the PAFs. Maha Metro will make all efforts to communicate the reasons for not accepting changes in the LRP as suggested by the PAFs.

In any case, Maha Metro shall undertake the disclosure process in a consultative manner and finalize the LRP based on the consensus of at least majority of the PAFs. It is recommended that Maha Metro obtain written consensus of the PAFs for the finalization of the LRP.

6.8.2 Indicative Schedule/Timeline for LRP

A detailed time-bound LRP implementation schedule shall be designed and developed by Maha Metro. The LRP timelines shall be calculated in a way that it considers the intensity of livelihood losses, and urgency to restore the losses. The timeline of the LRP is at least **two years**. The rationale behind a

two-year timeline is that it provides ample scope for restoration of livelihoods, whereas at the same time, it also caters to the urgency of restoration. The activity-wise schedule provided in LRF is indicative. Maha Metro shall take final decision on the number of years needed for the LRP, based on the nature of programmes developed and the implementation modalities.

Below **Table 12** provides a implementation schedule (tentative) for the proposed LRP which indicates the development of the LRP plan as the start of programme activities as a reference point. The schedule is indicative of how the initiatives / activities will progress during the overall implementation of the LRP. The activity-wise sub-plan of each initiative under the LRP shall be defined by the Maha Metro.

As per plan Maha-Metro has selected the LRP consultant in the month July, 2023 and the activities on formulation of Livelihood Restoration Plan (LRP) is under progress and shall be completed in 4 months timeline. Month wise planned activities are as below.

S.No.	Months	Planned Activities
1.	Month -1 (M1) -July	Development of LRP
2.	Month -2 (M2) - August	Disclosure of baseline study to the PAFs
3.	Month -3 (M3)- September	Consultations with PAFs for amendments
4.	Month -4 (M4)- October	Finalization of LRP

Table:12 Indicative Schedule of LRP implementation

S. No.	Activity	Responsibility	Year 1												Year 2											
			M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
1.	Development of LRP	Maha Metro with the help of LRP Consultant																								
2.	Disclosure of baseline study to the PAFs	Maha Metro with the help of LRP Consultant																								
3.	Consultations with PAFs for amendments in LRP and Finalisation of LRP	Maha Metro with the help of LRP Consultant																								
4.	Execution of LRP	Maha Metro with the help of LRP Consultant																								
5.	Quarterly Monitoring Reports	Maha Metro with the help of LRP Consultant																								
6.	LRP audit (end term) and exit plan	External agency																								
7.	Grievance redress mechanism	Maha Metro with the help of LRP Consultant																								

STAKEHOLDER ENGAGEMENT

7. STAKEHOLDERS' ENGAGEMENT/CONSULTATION

7.1 Pre-Rehabilitation Consultation among PAFs and stakeholders

Maha-Metro has conducted prior consultation with Kamgar putla and Rajiv Gandhi Nagar PAFs. All relevant Stakeholders including PAFs and Local leaders have participated in consultation process.

Due to involvement of multi stakeholders i.e., Maha-Metro, PMRDA, PMC and SRA in the development of Civil court area, the rehabilitation of Kamgar Putla & Rajiv Gandhi Nagar slums became complex and to arrive on equal compensation benefits a series of meeting was held among the stakeholders under the aegis of Divisional Commissioner, Pune. A summary of pre rehabilitation consultation among stakeholders has been provided in **Table 13**

Table:13 Pre-Rehabilitation consultation among the Stakeholders

Sr. No.	Date	Venue	Participants	Information Provided/Discussed	Outcome/ Resolution
1.	17/07/2019	Collector Office	Maha Metro & Divisional Collector	Discussion for rehabilitation process of kamgar Putla & Rajiv Gandhi Slums	Planning to Rehabilitate slum areas with help of Slum Rehabilitation Agency
2.	27/08/2020	Divisional Commissioner Office	PMC, SRA, Maha metro, DC	Discussion for rehabilitation process of Slums	DC instructed SRA and PMC for taking lead in verification and relocation process of slums residents on prior basis.
3.	08.02.2021	Divisional Commissioner Office	PMC, SRA, Maha metro, DC and Pune Metro line 3.	Discussion for rehabilitation process of Slums for Multimodel hub development at Civil Court Area	1264 families identified 923 families meet the eligibility criteria as they have been residing there before the prior to 2016. These families were moved to available rehabilitated sites i.e. Viman Nagar, Hadapsar.
4.	10.04.2021	Deputy Chief Minister (Divisional Commissioner Office)	PMC, SRA, Maha metro, DC and PMRDA	Discussion related to financial assistance share of PAF with all stakeholders involved in Civil Court area development	The deputy Chief minister chaired Committee has decided that 1264 families to be distributed amongst the three agencies PMC, PMRDA and Maha Metro. PMC expressed its inability to provide the financial assistance to their share of PAF. The Deputy CM via MOM dated 10.04.2021 has directed Maha Metro to bear the cost of rehabilitation

Sr. No.	Date	Venue	Participants	Information Provided/Discussed	Outcome/ Resolution
					for PMC and the land will be retained by Maha Metro. Divisional Commissioner, Pune has been mandated to carry out this rehabilitation to ensure that all persons are provided similar facilities.

7.2 Post Rehabilitation Consultation with PAFs by SRA, PMC and Maha-Metro

To deal with the post rehabilitation issues, SRA, PMC and Maha-Metro has interacted with the PAFs (individually or jointly), with respect to registration process, Building maintenance and other issues. A summary of Post rehabilitation consultation with PAFs has been provided in **Table 14**.

Table:14 Post Rehabilitation consultation with PAF (to date)

Sr. No.	Date	Venue	Participants	Issues/Discussion	Outcome/ Resolution
1.	08.12.2021	Hadapsar and Viman Nagar	Project affected families & Maha Metro	Interaction with Project affected families relating to Building Maintenance issues	Maha Metro clarified that matter has been taken up with the SRA and it will be resolved.
2.	January 2022	SRA Office, PMC Office & Slums area	Slums residents, PMC, SRA, PMC & Maha Metro	Interaction with slum dwellers for balance PAFs rehabilitation	Balance Residents agreed for their flats registration at Hadapsar and Viman Nagar
3.	03/03/2022	Divisional Commissioner Office	PMC, SRA, Maha metro, DC and PMRDA	Discussion for building maintenance, free bus passes for school going children's, Increase Bus frequency	SRA has agreed for improvement of building conditions. Maha Metro Requested to PMPML for increasing Bus frequency, which has been increased now.
4.	16-17/03/2022	Viman Nagar & Hadapsar	Maha Metro and Viman Nagar & Hadapsar Residents	Building maintenance	Maha Metro reiterated that matter has already been taken up with the SRA and it will be resolved shortly
5.	6-8/04/2022	PMC Commissioner office & Maha Metro Office	SRA, PMRDA, PMC Commisioener, Maha Metro	Building maintenance	
6.	12-14/05/2022	Viman Nagar & Hadapsar	Maha Metro and Viman Nagar & Hadapsar Residents	Building maintenance	SRA agreed for building

7.	16-21/05/2022	Viman Nagar & Hadapsar	Maha Metro and Viman Nagar & Hadapsar Residents	Building maintenance	maintenance but insisted for housing society formation first.
8.	20-21/07/2022	Viman Nagar & Hadapsar	Maha Metro and Viman Nagar & Hadapsar Residents	Building maintenance	
9.	30/07/2022	Viman Nagar & Hadapsar	Maha Metro and Viman Nagar & Hadapsar Residents	Awareness & importance of housing society formation	Residents understood the importance of Housing society
10.	10/08/2022	Divisional Commissioner Office	PMC, SRA, Maha metro, DC and PMRDA	Building maintenance	Maha Metro followed up with the SRA and sent letter for earlier resolution
11.	02/09/2022	Maha Metro Office	Maha Metro and Viman Nagar & Hadapsar Residents	Building maintenance	Residents apprised that Viman Nagar location has enough water supply but other issues like clogging of drainage, operation of 2 nd lift and flat maintenance issues to be sorted out. Maha-Metro assured the residents of early action by SRA and requested the residents for society and committee registration.
12.	23/11/2022	Viman Nagar & Hadapsar	SRA CEO, PMC, Maha-Metro and Viman Nagar & Hadapsar Residents	Building and lift Maintenance	SRA CEO agreed that builder will attend all the issues but simultaneously residents are requested to start the Society registration process with SRA and Maha-Metro team. All lifts made operational and joint verification was conducted by Residents, lift vendor and Maha-Metro on 28/11/2022
13.	30/11/2022 & 12/12/2022	Viman Nagar & Hadapsar	SRA and Maha Metro	Housing society formation	Need and importance of housing society formation was briefed to the residents.
14.	07/02/2023	Divisional	PMC, SRA, Maha metro,	Viman Nagar & Hadapsar building	Divisional Commissioner has

		Commissioner Office	DC and PMRDA	maintenance	instructed the concerned stakeholders to take actions on immediate basis
15.	09/03/2023 & 16/03/2023	Viman Nagar & Hadapsar	PWD Building division unit team, Maha Metro and Viman Nagar & Hadapsar Residents	Building Structural Audit	PWD visited the Viman Nagar and Hadapsar Site to understand the issues and verify the ground realities.
16.	22/05/2023	Viman Nagar & Hadapsar	PWD Building division unit team, Maha Metro, CYDA NGO and Viman Nagar & Hadapsar Residents	Cross verification by PWD Executive Engineer regarding building maintenance issues & other amenities	PWD has submitted the Audit report to Divisional Commissioner and Maha Metro

View of Consultation with PAFs by Maha-Metro and SRA



Competent Authority office meeting with residents January 2022



Competent Authority Survey for PAFs eligibility at Kamgar Putla October 2020 - January 2021



Maha-Metro Consultation on 08/04/2022



Maha-Metro Consultation on 27/09/2022



Maha-Metro Consultation at Viman Nagar site 22/11/2022



Maha-Metro Consultation at Hadapsar Site 21/11/2022



Consultation with Viman Nagar & hadapsar Residents at Maha-Metro office 02/09/2022



Consultation with Hadapsar Residents & Viamn Nagar Residents 01/02/2023



SRA and Maha-Metro Consultation at Viman Nagar and Hadapsar site 23/11/2022



Consultation with Viman Nagar Representatives for Society formation 30/11/2022

7.3 Consultation with PAFs in Future

In order to address the issues pertaining to development and implementation of LRP, and other R&R issues a meaningful consultation will be conducted and record of the same will be maintained. The key objectives of future consultations would be as below:

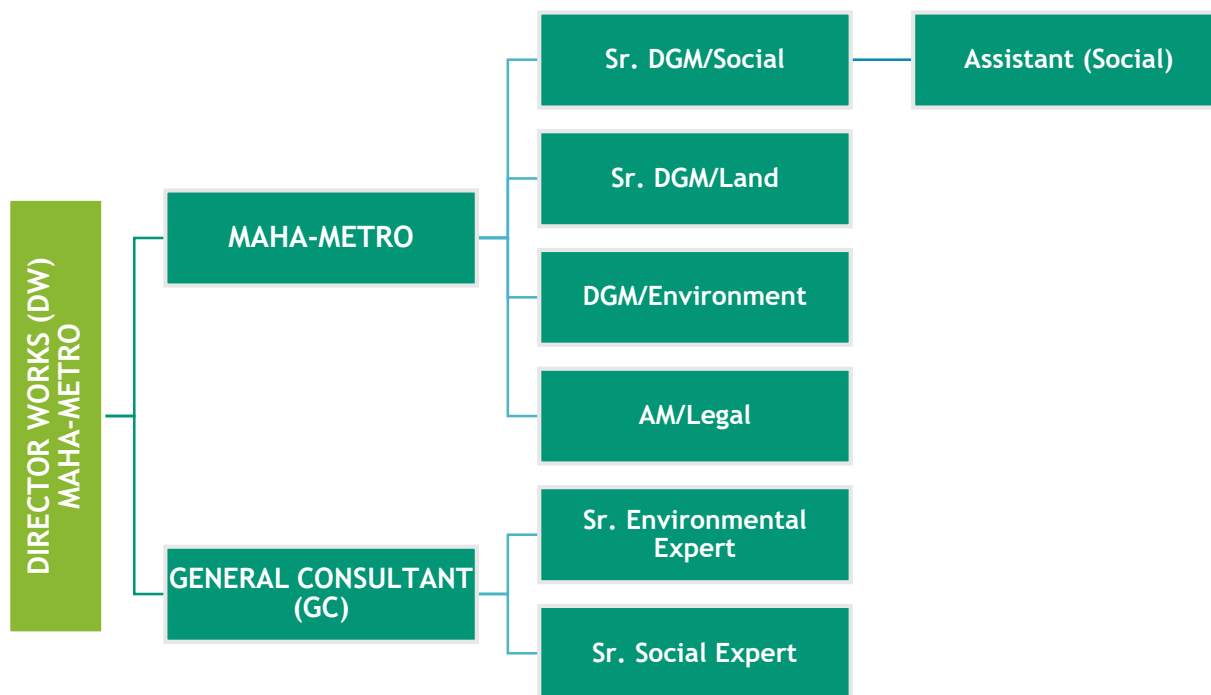
- Establish and maintain the meaningful dialogue with PAFs throughout project cycle.
- Ensure that all stakeholders are properly identified and engaged.
- Ensure that all stakeholders to be engaged in disclosure process that too with transparency and without discrimination.
- Ensure that all the stakeholders have been given equal opportunity and possibility to voice their opinions and concerns in decision-making.
- Ensure that outcome of dialogue and decision made by Maha-Metro to be disclosed to stakeholders.
- Ensure that regular (monthly/Quarterly) dialogue and communication with stakeholders is maintained.

INSTITUTIONAL ARRANGEMENT

8. INSTITUTIONAL ARRANGEMENT

To implement the RAP Addendum effectively, a team will be constituted within the Pune Metro Rail Project. The team will be headed by the Director (works) and activities related to the Civil Court Area Rehabilitation will be undertaken under the guidance of Director (works) until the project duration. The arrangement of team can be seen in **Figure 3**.

Figure 3: Institutional arrangement for implementation RAP addendum



The roles & responsibility of the Maha-Metro officers for implementation of this RAP Addendum, GRC and LRP is elaborated in **Table-15**

Table:15 Roles & responsibilities for RAP Addendum, Grievance Redressal and LRP Implementation

Sr. No.	Designation	Responsibility	Units
1.	DIRECTOR WORKS (DW) MAHA-METRO	<ul style="list-style-type: none"> Over all responsibilities of RAP Addendum, GR and LRP Implementation Meeting with E&S team to understand the issues To intervene and resolve the grievances concerning to PAFs and other interested parties 	Maha -Metro (Pune Metro Office)
2.	Sr. DGM/SOCIAL Maha-Metro	<ul style="list-style-type: none"> Assist to the Director Works in implementation of RAP addendum, LRP and Grievance redressal. Coordination with E&S team pertaining to grievances and its timely resolution Support & coordinate the consultation process Liaison with district administration and other stakeholders (SRA, PMC) pertaining to R&R 	Maha -Metro (Pune Metro Office)

Sr. No.	Designation	Responsibility	Units
		<p>and LRP development and implementation issues</p> <ul style="list-style-type: none"> To highlight the R&R and LRP implementation issues, which need intervention. 	
3.	ASSITANT/SOCIAL Maha-Metro	<ul style="list-style-type: none"> Support to SR. DGM/SOCIAL in all matters related to R&R, LRP development and implementation on regular basis. 	Maha -Metro (Pune Metro Office)
4.	SR. DGM/LAND	<ul style="list-style-type: none"> To provide support on land related issue. Support & coordinate the consultation process Liaison with district administration and other stakeholders pertaining to land and R&R. To provide support on handling Grievance mechanism system. 	Maha -Metro (Pune Metro Office)
5.	DGM (ENVIRONMENT) MAHA-METRO	<ul style="list-style-type: none"> Play significant role and provide support to Director, Works in all matters pertaining to grievances, consultation, LRP development and implementation and other R&R issues. Coordination with the LRP development consultant and LRP implementation agency and monitoring the progress on fortnightly/monthly basis. Review of LRP development and implementation work and its submission to concerned stakeholders and Director (works) 	Maha -Metro (Pune Metro Office)
6.	AM/LEGAL	<ul style="list-style-type: none"> To provide support on legal aspects. 	Maha -Metro (Pune Metro Office)
7.	SR. ENVIRONMENTAL EXPERT (GENERAL CONSULTANT)	<ul style="list-style-type: none"> To provide ground level documentation pertaining to complaints/consultation/Grievances To organize the stakeholders' consultations with the help of LRP development and implementation agency 	General Consultants Office based in Pune
8.	SR. SOCIAL EXPERT (GENERAL CONSULTANT)	<ul style="list-style-type: none"> Overall Support to Maha Metro for recording and resolving the grievance during LRP development, implementation, and other R&R related issue 	
9.	LRP Consultant	<p>LRP consultant will work on the behalf of Maha-Metro and broadly cover the below mentioned scope:</p> <ul style="list-style-type: none"> Undertake a detailed review of the socio-economic survey data collected by Maha Metro and the Livelihood Restoration Framework developed by Maha Metro. Carry out preliminary engagement with PAPs and meetings with CYDA Conduct the Socio-economic baseline of the PAFs, assess the impact and frame the 	LRP consultant office based in Pune

Sr. No.	Designation	Responsibility	Units
		<p>eligibility criteria to participate in the LRP programs on skill development, entrepreneurship etc.</p> <ul style="list-style-type: none"> • Conduct the mapping and identification of potential partner agencies for LRP program implementation. • identify the main steps that will be required to be implemented for successful LRP implementation • Prepare the stakeholder engagement plan and grievance redress mechanism for LRP. • Disclose the Draft LRP with the affected community and seek feedback and submission of Final LRP Report. • Finally, LRP Consultant shall be responsible for the implementation of LRP plan. 	

GRIEVANCE REDRESSAL MECHANISM

9. GRIEVANCE REDRESSAL MECHANISM (GRM)

To be responsive of PAFs/stakeholders concerns, a grievance redressal system already in place. The responsible officers as provided in **Table-15** shall provide the fair, transparent and inclusive remedy/resolution for any unforeseen/undesirable/recurring impacts arising out during the development, implementation of LRP and other R&R issues. GRM would comprise the below aspects:

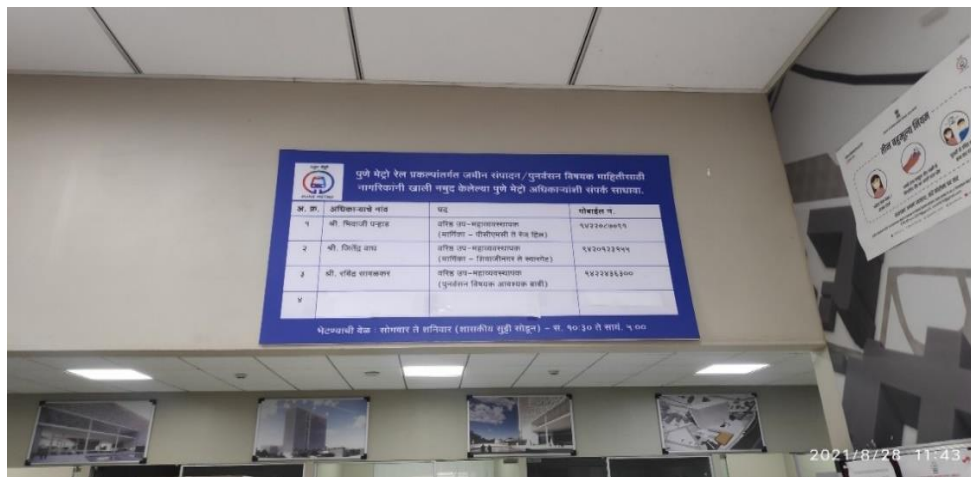
- Accessible to all PAFs and interested parties
- Address concerns promptly and effectively through dialogue and engagement.
- Be free from intimidation, pressure, and reprisals;

In order to record/ receive the grievances from PAFs and other interested parties following mode of communication is in place and shall be used in future.

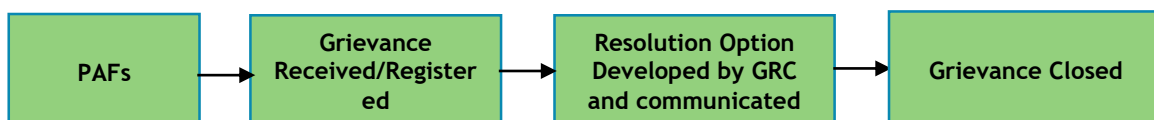
- Helpline no. placed at Maha-Metro office (Civil Court office)
- Drop boxes placed at Viman Nagar and Hadapsar SRA colony
- Dropping of grievance letter by hand at Maha-Metro, Civil Court office
- Consultation with PAFs at rehabilitation sites.

Separate committee set up - for redressal of grievances.

A view of helpline no. displayed at civil court office can be seen below:



Upon receipt of grievances, the grievance redressal committee (GRC) will register/record, review and investigate the grievance and workout the resolution option and decision shall be communicated to PAFs. The flow of attending the grievance and its closure is shown below;



GRC will maintain the records of all grievances received and resolution provided. Time to time, GRC will also undertake the consultation to the relocation sites to clarify/address the PAFs grievances.

MONITORING AND EVALUATION

10. MONITORING & EVALUATION

Monitoring involves periodic checking to ascertain whether activities are progressing as per schedule while evaluation is essentially to assess the performance of PAPs at the end of the project. For this purpose, a monitoring and evaluation (M&E) program will be developed to provide feedback to

project management, which will help to keep the programs on schedule and make them successful. Monitoring will give attention to the project affected vulnerable groups such as scheduled castes, BPL families, women-headed households, widows, elderly and the disabled. RAP implementation will be monitored. PMRP will be responsible for internal monitoring through their field level offices and will prepare quarterly reports on the progress of RAP implementation.

Maha Metro under the scope of the LRP shall set up monitoring mechanisms, to observe and check the quality of execution throughout the implementation stage, and post implementation to record and address any long-term impacts and residual concerns.

An indicative approach to the monitoring and evaluation is outlined in the following subsections, which can be modified as and when needed. This indicative approach is based on two components of internal monitoring and external monitoring along documentation of the process.

The monitoring and evaluation process should aim to recognize and incorporate the following:

- To identify the total number of beneficiaries availing the programme benefits
- To monitor 'change' indicators in the livelihood status of beneficiaries; such as incomes, savings, investments
- To identify potential unintended consequences of the programmes such as opportunistic claims
- To ensure the programmes meet the requirements of the PAPs for improving livelihoods
- To track the adequacy and effectiveness of the livelihood interventions at a group or community level due to the collective nature of the proposed restoration measures

10.1 Internal Monitoring & Evaluation

The internal monitoring & Evaluation for RAP Addendum implementation will be carried out by Maha-Metro. Internal monitoring will focus on measuring progress against the schedule of actions defined in the RAP Addendum Activities to be undertaken by the Maha-Metro and will include:

- I. Verification of agreed measures to restore or enhance living standards are being implemented;
- II. Verification of agreed measures to restore or enhance livelihood are being implemented;
- III. Identification of any problems, issues, or cases of hardship resulting from resettlement process;
- IV. Through household interviews, assess project affected peoples' satisfaction with resettlement outcomes;
- V. Collection of records of grievances, follow up that appropriate corrective actions have been undertaken and that outcomes are satisfactory; Monitoring is a continuous process and will be carried out by Resettlement Specialist on regular basis to keep track of the R&R progress.

Maha Metro shall undertake monitoring of the LRP and other R&R issues at least once every quarter until the closure of the programme. This would result in a Quarterly Monitoring Report (QMR). The QMR is to be undertaken by Maha Metro. The QMR should include the following:

- Process adopted for implementation
- Details of PAPs benefitting
- LRP initiatives / support initiatives and status
- Personnel involved in implementation
- Photographic evidences of benefits / changes / skill building process
- Dates / timelines and locations involved
- Sample copies of key written correspondences

- Grievances / concerns and suggestions received from PAFs and other external stakeholders on the execution of the LRP
- Any changes / additions made to the LRP

All monitoring reports (QMRs) shall be used to develop 'key performing indicators' (KPI), which will ultimately provide support in formulating the LRP exit plan and to assess the changes in livelihoods of the PAFs. It is also recommended that Maha-Metro should keep record of select PAFs and develop narratives on changes in their livelihood statuses.

The monitoring activities shall continue post implementation stage for up to one (01) year wherein continuation of LRP initiatives shall be verified and results are documented. In case the LRP involved any institution building activities, the post implementation monitoring requirements should include assessment of independent functioning of these institutions.

10.2 Audits

Maha Metro shall engage an external agency / consultant that audits all aspects that fall under the scope of Civil Court RAP addendum. Audits shall be independent in nature, to review and evaluate and verify the implementation progress, as well as highlight any delays and recommend time-bound corrective measures.

The independent audit agency shall also undertake an end-term RAP addendum & LRP completion audit not only through verification of the progress documentation and KPIs as recorded in the internal monitoring process, but also via limited stakeholder consultations.

10.3 Exit Plan

The urgency of restoration of livelihoods is assessed as high and therefore, it will be mandatory for the LRP to be as comprehensive as possible, within set timelines. While some flexibility in timelines of the LRP can be agreed as essential, the foresight of an exit plan is mandatory to allow transition of (PAF) livelihoods onto their own terms without the need for any external interference. That said, it also crucial for the LRP to be as effective as possible in bringing about changes to the livelihoods of the PAFs to a position that was at least as good, if not better, than their previous livelihoods. For the same, Maha Metro with the help of LRP consultant shall commission an end term audit to confirm the closure of all pending item and previous recommendations.

Based on the KPIs as identified through QMRs, Maha Metro with the help of LRP consultant shall develop an 'Exit Plan'. It is expected that the exit plan must be divided in phases instead of a complete halt in the programme. The end term annual audit must confirm the closure of all pending items and previous recommendations. Upon closure of all pending items, Maha Metro along with the LRP consultant shall submit the end term report. In case of any institution building activities (such as SHGs), the end term annual audit shall affirm the capacities and independent functioning of these institutions.

Annexure-1: Unified Policy Guiding Document

Letter date 11-2021 informing residents
of options available for rehabilitation.



पुणे महानगरपालिका, क्षेत्रीय आयुक्त (परिमंडळ क्र. २) तथा
सक्षम प्राधिकारी, झोपडपट्टी निर्मुलन व पुनर्वसन
पं. ज. ते सांस्कृतिक भवन, घोलेरोड, शिवाजीनगर, पुणे-४११००५
जा. क्र. क्षेआप२/४२९३ दिनांक : ११/११/२०२१

प्रति,
सर्व नागरिक
स.नं. ८०६, ८०६अ, ८०७, ८०८, ८०९, ८१० कामगार पुतळा,
राजीव गांधीनगर व जुना तोफखाना
शिवाजीनगर-४११००५

विषय : मा. उप मुख्यमंत्री तथा पालकमंत्री महोदय यांचेकडील दि. १६/१०/२०२० च्या
बैठकीतील सूचनांप्रमाणे पुणे महा मेट्रो प्रकल्पा अंतर्गत मौजे भांबुर्डा, शिवाजीनगर,
पुणे येथील ८०६, ८०६अ, ८०७, ८०८, ८०९, ८१० कामगार पुतळा, राजीव
गांधीनगर व जुना तोफखाना झोपडपट्टी येथील मेट्रो प्रकल्प बाधित झोपडपट्टी
पुनर्वसन प्रक्रीयेबाबत रहिवासियांना समग्र माहिती उपलब्ध करून देणे.

वरील विषयानुसार माहिती खालीलप्रमाणे

१) पुणे मेट्रो प्रकल्पास केंद्र शासना कडून दिनांक ०७/१२/२०१६ व दिनांक
०९/०१/२०१७ रोजीचे मान्यते प्रमाणे, मार्गिका क्र. १ पिंपरी चिंचवड महानगरपालिका ते
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२५/०६/२०१९ च्या राजपत्रानुसार हिंजवडी ते शिवाजीनगर ही मेट्रो मार्गिका मान्य
झाली आहे.

त्यानुसार कामगार पुतळा, राजीव गांधीनगर व जुना तोफखाना या तीनही नावांनी
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लाईन या प्रकल्पांनी बाधित होत आहेत. यामध्ये ८०६, ८०६अ, ८०७, ८०८, ८०९, ८१०,
धान्य गोदाम यासह संपूर्ण जागा वापरात येणार आहे.

२) पुणे मेट्रो प्रकल्पांतर्गत सिव्हील कोर्ट हे अत्यंत महत्वाचे मेट्रो स्थानक होणार आहे. हे
स्थानक इंटरचेंज स्थानक (Interchange Station) होणार असून तेथे वनाझ ते रामवाडी
उन्नत मार्गिका क्र. २ चे स्थानक, पिंपरी चिंचवड महानगरपालिका स्टेशन ते स्वारगेट या
मार्गिका क्र. १ वरील भूमिगत (Underground Station) स्थानक, तसेच हिंजवडी ते

मिन्हील कोर्ट स्टेशन या पुणे महानगर विकास प्राधिकरण(PMRDA) यांचेकडून बांधण्यात येणाऱ्या मेट्रो मार्गिका स्थानक अशी तीनही स्थानके एकत्र येणार आहेत.

३) स.नं.८०६,८०६अ,८०७,८०८,८०९,८१० कामगार पुतळा या ठिकाणी महामेट्रो प्रकल्प,पी.एम.आर.डी.ए प्रकल्प,रेड लाईन,ब्लू लाईन, डी.पी रस्ता यामुळे बाधित होत असल्यामुळे सदर ठिकाणचा झोपडपट्टी पुनर्वसन प्रकल्प रद्द झाले बाबत झोपडपट्टी पुनर्वसन प्राधिकरण कार्यालयाने संबंधित विकसकास जा.क्र.झोपुप्रा/तां.२/२२९८ दि.१६/१०/२०१८ च्या पत्राने (सोबत जोडले आहे) लेखी कळविले असून मेट्रो प्रकल्पातील ३ मार्गिका, सार्वजनिक सोयी सुविधा यामुळे सदर जागा नॉन बिल्डेबल झाली आहे.तेथे पुनर्वसन प्रकल्प होऊ शकणार नाही.

४) राजीव गांधी नगर झोपडपट्टी रेड लाईन,ब्लू लाईन, नदीपात्र, मेट्रो प्रकल्पाने पूर्णपणे बाधित होत आहे. सोबत जोडलेल्या सध्या प्रस्तावित मास्टर प्लॅन प्रमाणे स.नं. ८०६, ८०६अ,८०७,८०८,८०९,८१० कामगार पुतळा या ठिकाणी कोणतीही जागा रिकामी रहात नसून, संपूर्ण जागा ही मेट्रो प्रकल्पावरोवर मेट्रो स्टेशन,मेट्रो स्टेशन प्रशासकीय इमारत त्या प्रस्तावासाठीच्या इतर सुविधा व सार्वजनिक वापरासाठी जसे की अंतर्गत रस्ते, पार्किंग,बुकिंग ऑफिस,वेटिंग शेड,कर पार्किंग, टॅक्सी पार्किंग,बस टर्मिनल,वॉक वे, कंपाऊंड भिंत, M.S.E.D.C.L सब स्टेशन, स्टोअर, कॅन्टीन, इनगेट, आउट गेट, अंडर ग्राऊंड स्टेशन, ओव्हरहेड स्टेशन, रस्ता रुंदी, पादचारी पूल,कामगार पुतळा, रेल्वे कनेक्टिव्हिटी, ड्रेनेज, पिण्याच्या पाण्याची लाईन, पावसाळी पाईपलाईन, पुराने पाण्याची व्यवस्था या व अशा प्रकल्प पूर्णत्वास जात असताना नव्याने आवश्यकता असलेल्या प्रयोजनासाठी स.नं ८०६,८०६अ,८०७,८०८ ८०९,८१०, धान्य गोदाम अशा संपूर्ण जागा जागा वापरात येणार असून कोणतीही अतिरिक्त जागा शिल्लक नाही. तसेच याबाबतचे अद्यावत नकाशे नागरिकांना/झोपडीधारकांना पाहणेकामी डॉ.बाबासाहेब आंबेडकर वसतीगृह, घोले रस्ता, शिवाजीनगर येथे उपलब्ध करून देण्यात आले आहे.

५) सदर झोपडपट्टी पुनर्वसन अनुषंगाने एकूण १२६४ झोपडी धारकांची यादी असून त्यापैकी ९२६ झोपडीधारकांनी जोडपत्र भरून दिले आहे. मा.पालकमंत्री यांचे सूचनेनुसार २५ दिवस मुदत वाढवून दि.०४/१२/२०२० अखेर अर्ज स्विकृतीचे काम थांबविण्यात आले आहे.सादर झालेल्या कागदपत्रांनुसार अपात्र ठरलेल्या झोपडीधारकांची सुनावणी दि.

१४/१२/२०२० पासून सुरु करण्यात येत आहेत.एस.आर.ए च्या सन २०१६ यादीमधील अपात्र ठरलेले आणि दि.२९/०१/२०२० व दि.१२/१०/२०२० रोजी स्थानिक वर्तमानपत्रात जाहिरात देवूनही,वारंवार संधी देवूनही झोपडीधारकांच्या वेगवेगळ्या शिष्टमंडळांना,नागरिकांना विनंती करून ज्या झोपडीधारकांनी कागदपत्रे दिली नाहीत त्यांना कागदपत्र सादर करण्याची अखेरची नोटीस बजावण्यात येत आहेत.त्यांनी कागदपत्रे सादर न केल्यास तसेच कागदपत्रे अपुरी,अपात्र ठरल्यास त्यांचेवर निष्कासनाची कारवाई करण्याची मेट्रो व एस.आर.ए कायद्यात तरतूदी आहेत.

६) वर नमूद मुद्दा क्र. ५ व ६ मधील सर्व सार्वजनिक सुविधांचा विचार करता ८०६,८०६ अ,८०७,८०८,८०९,८१० कामगार पुतळा या ठिकाणी जागा शिल्लक नसून जागेवर झोपडीधारकांचे पुनर्वसन करता येणार नाही.मेट्रोचा मार्गही बदलता येणार नाही.राजीव गांधी नगर झोपडपट्टीचे जागेवर पुनर्वसन करणे शक्य नाही.

७) सदर ठिकाणी एकूण तीन मेट्रो लाईन येणार असून मेट्रो प्रकल्पासाठी धान्य गोदामामह एकूण २.६७ हेक्टर एवढी जागा संपादीत केली आहे ही सर्व जागा प्रकल्पासाठी अत्यावश्यक आहे.

११) तसेच फा.प्लॉ.नं. ८०८ कामगार पुतळा या ठिकाणी श्री.पठाण यांची ७५५ स्क्वे.मि. इतकी जागा मेट्रो प्रकल्पाने बाधित होत असल्याने सदरची जागा मेट्रो कार्यालयाकडून संपादीत करण्यात आली आहे.

८) संबंधित झोपडपट्टीतील नागरिकांचा रोजगार-स्वयं रोजगारासाठी नावांची यादी शैक्षणिक पात्रता माहितीसह प्राप्त झाल्यावर त्यांचे प्रशिक्षणासाठी नियोजन मेट्रो मार्फत करता येवू शकेल.

सदर ठिकाणी मेट्रो प्रकल्प,डी.पी रस्ता, रेड लाईन,ब्लू लाईन, नदीपात्र, व मेट्रो प्रकल्पाबरोबर त्या प्रस्तावासाठीच्या इतर सुविधा व सार्वजनिक वापारासाठी संपूर्ण जागा वापरात येणार असल्याने सदर ठिकाणी पुनर्वसन करता येणार नाही. तशी स्पष्ट कल्पना झोपडपट्टीवासियांना बैठकीमध्ये दिली आहे. झोपडीधारकांच्या मागणीप्रमाणे राजीव गांधी नगर व कामगार पुतळा या दोन्ही ठिकाणच्या नागरिकांचा स्वतंत्र विचार करण्यात येत आहे. मेट्रो कडून प्राप्त झालेले नकाशे झोपडीधारकांना उपलब्ध करून देण्यात येत आहेत.]

फेस 2 विवरण 11.00

प्रस्तुत प्रकरणी सर्व कायदेशीर पूर्तता झाली असून प्रसंगी महाराष्ट्र झोपडपट्टी अधिनियम १९७१ प्रमाणे झोपडीधारकांचे निष्कासन करण्याची कार्यवाही नाईलाजाने करावी लागेल, अशावेळी होणाऱ्या नुकसानीस प्रशासन जबाबदार राहणार नाही.

शिवाजीनगर विधानसभा मतदार संघात पुनर्वसनासाठी रिकामी जागा (जमिन) उपलब्ध नाही. पुनर्वसनासाठी झोपडपट्टी पुनर्वसन प्राधिकरण व पुणे महानगरपालिका यांचेकडे ज्या सदनिका उपलब्ध आहेत, त्या पुढील प्रमाणे.

झोपडपट्टी पुनर्वसन प्राधिकरण कार्यालयाकडे उपलब्ध सदनिकांचा तपशील

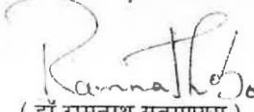
अ.क्र.	ठिकाण	उपलब्ध सदनिकांची संख्या	सदनिकांचा प्रकार	सदनिकेचे चटई क्षेत्रफळ	शिवाजीनगर ते सदनिकांचे ठिकाणाचे अंदाजे अंतर
१)	स.नं.१३२ हडपसर, पुणे	८८४	नविन	२५ स्क्वे.मी.	९ कि.मी.
२)	स.नं.२०३ विमाननगर, पुणे	६८८	नविन	२५ स्क्वे.मी.	८ कि.मी.
३)	स.नं.४०९, कोरेगाव पार्क, पुणे	६०	नविन	२५ स्क्वे.मी.	४ कि.मी.
४)	स.नं.१०, कात्रज, लेकटाउन, पुणे	३७५	संक्रमण निवास्थान	१९.६७ स्क्वे.मी.	८ कि.मी.
५)	फा.प्लॉ.नं.१००४, १००५ राजेंद्र नगर, मदाशिवपेठ, पुणे	१२३	संक्रमण निवास्थान	१९.६७ स्क्वे.मी.	४ कि.मी.
६)	स.नं.७८६+७८७, मंजुळाबाई चाळ, भवानीपेठ, पुणे	३०	संक्रमण निवास्थान	२५ स्क्वे.मी.	३ कि.मी.
७)	स.नं.१६५ हडपसर, माळवाडी, पुणे	६५	संक्रमण निवास्थान	१९.६७ स्क्वे.मी.	९ कि.मी.
८)	स.नं.१२३/अ/१, रामबाग कॉलनी, कोथरूड, पुणे	३०	संक्रमण निवास्थान	१९.६७ स्क्वे.मी.	५ कि.मी.
एकूण		२२५५			

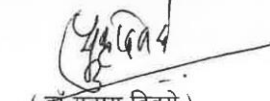
पुणे महानगरपालिका (मालमत्ता व्यवस्थापन) यांचेकडून पुनर्वसन अनुषंगाने प्राप्त उपलब्ध सदनिकांची माहिती खालीप्रमाणे.

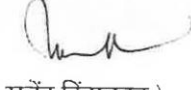
अ.क्र.	सदनिकेचा पत्ता	इमारतीचे नाव	सदनिकांची संख्या	
१)	औंध स.नं.१६१/२/१अ+१६२/१+२/१अ नागरस रोड मेडी पॉइंट हॉस्पिटल जवळ	सुप्रिया	५४	शिवाजीनगर विधानसभा मतदार संघ
२)	औंध स.नं.१५८/१+१५९/१ आंबेडकर चौक, अंबर हॉटेल जवळ.	लोकमंगल	४८	
३)	औंध स.नं.१६१/१/१अ+१/१+२/१ब प्लॉट नं.६ आंबेडकर चौक, यश टॉवर जवळ	सॅडल वूड	१२	

४)	औंध स.नं.१६१/१/१अ+१/१+२/१व प्लॉट नं.७ आंबेडकर चौक,यश टॉवर जवळ	सॅडल वूड	६	
५)	औंध स.नं.१६३/३अ नागरस रोड मेडी पॉइंट हॉस्पिटल जवळ	श्री.पॅराडाईज	४	शिवाजीनगर विधानसभा मतदार संघ
६)	औंध स.नं.१६५/१/१ नागरस रोड मेडी पॉइंट हॉस्पिटल जवळ	सुकांतो सामंत	३	
७)	बोपोडी स.नं.४३,सि.स.नं १४३० भाऊ पाटीलरोड मनपा जलतरण तलावा जवळ.	रॉयल हार्ट्म	९८	
८)	हडपसर स.नं.२५,३०,२३२ ससाणे नगर डी मार्ट शेजारी	नाईकनवरे असोसिएशन	१००	
९)	वडगाव बु. स.नं.४१ महेश गॅलेक्सी शेजारी, पाण्याच्या टाकी जवळ	सुविधा बिल्डर्स	६०	
१०)	मुढवा स.नं.८०/२+३+४/३ व ४ पासपोर्ट ऑफिस समोर	गंगा आर्केड ई विल्डींग	६०	
एकूण			४४५	

वरील प्रमाणे सदनिका वितरीत करताना दि.०१/०१/२००० पूर्वीच्या पात्र झोपडीधारकांना प्राधान्य देण्यात येईल व त्यानंतर शिल्लक सदनिका या दि.०१/०१/२००० ते २३/१२/२०१६या कालावधीतील झोपडीधारकांना वितरीत करण्यात येतील. उपरोक्त ठिकाणी उपलब्ध होणाऱ्या सदनिका संबंधित झोपडीधारकांकडून प्राप्त होणाऱ्या मागणीनुसार सोडत पद्धतीने झोपडीधारकांना वितरीत करण्यात येणार आहेत.तरी याची सर्वांनी नोंद घ्यावी,ही विनंती.


(डॉ.रामनाथ सुब्रमण्यम)
संचालक (एस.पी)
महाराष्ट्र मेट्रो रेल कॉर्पो.लि
पुणे मेट्रो रेल प्रकल्प,पुणे


(डॉ.सुहास दिवसे)
महानगर आयुक्त
पुणे महानगर प्रदेश विकास प्राधिकरण, पुणे


(राजेंद्र निवाळकर)
मुख्य कार्यकारी अधिकारी
झोपडपट्टी पुनर्वसन प्राधिकरण,पुणे

(विक्रम कुमार)
महापालिका आयुक्त
पुणे महानगरपालिका

(सौरभ राव)
विभागीय आयुक्त
पुणे विभाग,पुणे

English Translation of Annexure-1

Letter from Pune Municipal Corporation to Residents of Survey No 806,806A,807,808,809,810 Kamgar Putla,Rajive Gandhi Nagar Chowk, Juna Tofkhana

Subject-Directives of the Deputy Chief Minister and the Guardian Minister subsequent to the meeting on 16.10.2020 with reference to the residents of Shivaji Nagar from Survey No 806,806A,807,808,809 and 810 residing at Kamgar Putla,Rajeev Gandhinagar and Juna Tofkhana .

1)As per the notification of Pune Metro dated 7.12.2016 and 9.10.2017 the Metro lines from Pimpri Chinchwad and Vanaz to Ramwadi plus the Gazette notification by GOI dated 25.6.2019 this area is required for metro development.

This area is required for the following Development Road from

- i)Khardi to Shiveni -D.P.road
- ii) Redline, Blue line of the irrigation Department .
- iii)Maha Metro line
- 1v)PMRDA Metro line.

The entire area of 806,806A,807,808,809,810 and the grain godowns are required for the same .

2)Civil Court will be the Interchange junction for the Two lines from Maha Metro and the Line from Hingewadi.

3) Survey No -806,806A,807,808,809,810 The slum rehabilitation has been cancelled .SRA has been provided the document .This area is non buildable and cannot be used for rehabilitation.

4) In this section Survey 806,806A,807,808,809,810 there is no vacant plot and the entire area is to be utilized for the metro lines and associated facilities like parking lot, administrative building,Maps of the development plan are available at Baba Saheb Ambedkar Vasti Grah ,Ghole Road Shivaji Nagar..

5) 1264 families were identified of which 926 have submitted forms .Guardian minister has stopped accepting forms on 4.12 2020.Those families that have not qualified for resettlement their hearing will commence from 4.12 2020 to 29.12 .2020.This information has been shared yet some families have not submitted their applications.

Those who cannot provide the required documents will need to vacate the premises as per SRA guidelines.

6)In situ rehabilitation is not possible in this area and location of the metro lines can not be altered.

7) Three Metro lines are converging here and 2.67 hectares of area is required for the same. Plot 808 Kamgar Putla belongs to Shri Pathan and measures 755 sqm this has been acquired by Maha Metro.

8) Maha Metro can consider skill upgradation for livelihood for the employed/self employed people in this area. The information that no in situ settlement is feasible has been provided and the development maps have been shared.As per the 1971 Act persons are likely to be forcefully evicted

if they do not follow the guidelines for resettlement .Administration will not be responsible for any damage to property in such an event.No area is available foe resettlement in Shivaji Nagar .

Sn	Location	Available houses	Condition of houses	Area in SQM	Distance from Shivaji Nagar
1	Survey Number 132 Hadapsar	884	New	25	9
2	Survey No 203 ,Viman Nagar	688	New	25	8km
3	Survey No409 Koregaon Park	60	New	25	4km
4	Survey no 10Katraj Laketown	375	old	19.67	8km
5.	Plot No 1004,1005 Rajendra Nagar Sadashiv Peth	123	old	19.67	4km
6.	Sr No 786&787 Manjula Bai Chal	30	old	25	3km
7.	Survey No 165 malwadi	65	old	19.67	9km
8	Rambagh Colony	30	old	19.67	5km
	Total	2255			

The following accommodation is available with PMC

SN	Addresss	Name of building	No of units	
1.	Aundh SN 161/2/1A+162/1+2/1A Nagras Road Medi point Hospital	Supriya	54	Shivaji Nagar Vidhansabha Voters Group.
2	Aundh Sn 158/1+159/1Ambedkar Chowk Amber Hospital	Lokmangal	48	
3.	Aundh Sn 161/1/1A+1/1+2/1B Plot Number 6 Ambedkar Chowk,Yash Tower	Sandal wood	12	
4.	Aundh Sn.161/1/1A+1/1+2/1B Plot No 7 Ambedkar Chowk Yash Tower	Sandal Wood	6	
5	Aundh SN 163/3ANagras Road Medi Point hospital	Shri paradise	4	
6.	Aundh Sn 165/1/1 Nagras Road Medi point Hospital	Sukanto Samant	3	
7	Bopodi Sn 43 1430 Bhau Patil Road	Royal Heights	98	
8.	Hadapsar 25,30,232 Sansade Nagar De mart	Niekanvare Assosiation	100	
9	Wadgaon Sr no 41 Mahesh Galaxy Shejari	Suvudha Builders	60	
10	Mundhawa Sr No – 80/2+3+4/3 near Passport office	Ganga Arcade -E building	60	

Priority will be given to persons residing prior to 2000 and subsequently to residents from 2000 to 2016 .

Signed By -Mr.Ramnath Director S&P Maha Metro

Maha nagar Ayukt – Dr.Suhas Devase

CEO OF SRA – Mr .Rajendra Nimbalkar

Divisional Commissioner – Mr.Saurabh Rao

Annexure-2: List of 274 PAFs

S. No	Slum Name	PMC S. No	House no as per Map	Name	Residential/ Commercial	Eligible/ Non-Eligible	Remark	Location	Room Number	Date of registration	Compensation for commercial units	Remarks
1.	Rajiv Gandhi Nagar	29	25	Rekha Raju Chaudhary	Residential	Eligible		Hadapsar	C-1105	05-06-2021		
2.	Rajiv Gandhi Nagar	32	28	Sarika Ashok Ashtul	Residential	Eligible		Hadapsar	C-1310	04-06-2021		
3.	Rajiv Gandhi Nagar	37	33	Deepali Mukund Galfade	Residential	Eligible		Hadapsar	C-711	06-06-2021		
4.	Rajiv Gandhi Nagar	42	37	Chotelal Ramdulare Gupta	Residential	Eligible		Hadapsar	C-1408	05-06-2021		
5.	Rajiv Gandhi Nagar	43	37/1	Moni Deepak Gupta	Residential	Non-Eligible	Incomplete Documents					The person has submitted the same document as Chotelal Ramdulare Gupta above. 2014 tax receipt submitted has no record with PMC (possibly fake). The ration card was issued in 2018.
6.	Rajiv Gandhi Nagar	44	38	Sahdev Gulab Shinde	Residential	Eligible		Hadapsar	C-915	06-06-2021		
7.	Rajiv Gandhi Nagar	45	39	Sarika Anil Chauhan	Residential	Eligible		Hadapsar	C-1403	06-06-2021		
8.	Rajiv Gandhi Nagar	46	40	Ashok Ramdulare Gupta	Commercial	Eligible					5 Lac	This person has received both a commercial unit and house
9.	Rajiv Gandhi Nagar	47	40/1	Ashok Ramdulare Gupta	Residential	Eligible		Hadapsar	C-1313	05-06-2021		
10.	Rajiv Gandhi Nagar	48	41	Nanda Indrabhan Chikalthane	Residential	Eligible		Hadapsar	C-1509	06-06-2021		
11.	Rajiv Gandhi Nagar	49	41/1	Gaya Subhash Thange	Residential	Eligible		Hadapsar	C-404	06-06-2021		
12.	Rajiv Gandhi Nagar	50	42	Gauri Sunil Khandagale	Residential	Eligible		Hadapsar	C-1413	08-06-2021		
13.	Rajiv Gandhi Nagar	51	43	Ashok Badku Gupta	Residential	Eligible		Viman Nagar	D-814	24-05-2021		
14.	Rajiv Gandhi Nagar	52	44	Hanumnant Muktararam Upade	Residential	Eligible		Viman Nagar	D-213	06-06-2021		
15.	Rajiv Gandhi Nagar	53	45	Rupali Rajendra Pingle	Residential	Eligible		Hadapsar	C-103	08-06-2021		
16.	Rajiv Gandhi Nagar	54	46	Shivnarayan Sitaram Tiwari	Residential	Eligible		Hadapsar	C-1412	06-06-2021		
17.	Rajiv Gandhi Nagar	55	47	Laxmi Kashinath Chauhan	Residential	Eligible		Hadapsar	C-1001	06-06-2021		
18.	Rajiv Gandhi Nagar	56	48	Sakhubai Suresh Ashtur	Residential	Eligible		Hadapsar	C-803	06-06-2021		
19.	Rajiv Gandhi Nagar	57	48/1	Geeta Amol Londhe	Residential	Eligible		Hadapsar	D-408	06-06-2021		
20.	Rajiv Gandhi Nagar	58	49	Narendra Chadravat Gupta	Residential	Eligible		Viman Nagar	D-1016	24-05-2021		
21.	Rajiv Gandhi Nagar	59	50	Ramchandra Jhurilal Rajput	Residential	Eligible		Viman Nagar	D-705			
22.	Rajiv Gandhi Nagar	60	50/1	Sandeep Nita Kuchekar	Residential	Eligible		Viman Nagar	C-213	07-06-2021		
23.	Rajiv Gandhi Nagar	61	51	Akash Laxman Patole	Residential	Eligible		Hadapsar	C-115	06-06-2021		
24.	Rajiv Gandhi Nagar	62	52	Swati Shyam Thorat	Residential	Eligible		Hadapsar	C-206	11-06-2021		
25.	Rajiv Gandhi Nagar	63	52/1	Saurabh Shyam Thorat	Residential	Non-Eligible	Incomplete Documents					All documents of house number 52. No individual; document submitted for 52/1.
26.	Rajiv Gandhi Nagar	64	53	Surekha Sharad Kalekar	Residential	Eligible		Hadapsar	C-401	07-06-2021		
27.	Rajiv Gandhi Nagar	65	54	Dilip Kisan More	Residential	Eligible		Hadapsar	C-509	07-06-2021		
28.	Rajiv Gandhi Nagar	66	54/1	Soniya Lakhan More	Residential	Eligible		Hadapsar	C-1204	06-06-2021		

S. No	Slum Name	PMC S. No	House no as per Map	Name	Residential/ Commercial	Eligible/ Non-Eligible	Remark	Location	Room Number	Date of registration	Compensation for commercial units	Remarks
29.	Rajiv Gandhi Nagar	67	55	Ashwini Ramesh Gawade	Residential	Eligible		Hadpsar	C-1211	04-06-2021		
30.	Rajiv Gandhi Nagar	68	56	Rahul Shivaji Kshirsagar	Residential	Eligible		Hadpsar	C-505	08-06-2021		
31.	Rajiv Gandhi Nagar	69	57	Jagbhavan Puttilal Yadav	Residential	Eligible		Hadpsar	C-1506			
32.	Rajiv Gandhi Nagar	70	58	Poonam Amol Kuchekar	Residential	Eligible		Hadpsar	C-1202	04-06-2021		
33.	Rajiv Gandhi Nagar	71	58/1	Tatyaram Panduran Kuchekar	Residential	Eligible		Hadpsar	C-301	06-06-2021		
34.	Rajiv Gandhi Nagar	72	59	Kaveri Vinod Kuchekar	Residential	Eligible		Hadpsar	C-904	05-06-2021		
35.	Rajiv Gandhi Nagar	73	60	Sangeeta Machindra Kshirsagar	Residential	Eligible		Hadpsar	C-309	05-06-2021		
36.	Rajiv Gandhi Nagar	85	72	Samaj Mandir	CP		Samaj Mandir					
37.	Rajiv Gandhi Nagar	94	80	Akkabai Shivaji Kshirsagar	Residential	Eligible		Hadpsar	C-1510	08-06-2021		This family has received both house and commercial benefit .
38.	Rajiv Gandhi Nagar	95	80/1	Shankar Shivaji Kshirsagar	Commercial	Eligible					5 Lac	
39.	Rajiv Gandhi Nagar	96	81	Sagar Dharma Pingle	Residential	Eligible		Hadpsar	C-902	08-06-2021		
40.	Rajiv Gandhi Nagar	97	81/1	Kiran Dharma Pingle	Residential	Eligible		Hadpsar	C-111	06-06-2021		
41.	Rajiv Gandhi Nagar	98	82	Laxman Hari Thorat	Residential	Eligible		Hadpsar	C-1106	05-06-2021		
42.	Rajiv Gandhi Nagar	99	83	Milind Suresh Kamble	Commercial	Eligible						
43.	Rajiv Gandhi Nagar	100	83/1	Surekha Anand Kamble	Residential	Eligible		Hadpsar	D-1511	08-06-2021		
44.	Rajiv Gandhi Nagar	101	84	Chaya Suresh Kamble	Residential	Eligible		Viman Nagar	C-706	08-06-2021		
45.	Rajiv Gandhi Nagar	102	85	Vilas Subhash Telnge	Residential	Eligible		Hadpsar	C-212	05-06-2021		
46.	Rajiv Gandhi Nagar	103	86	Shobha Ashok Telange	Residential	Eligible		Hadpsar	C-615	06-06-2021		
47.	Rajiv Gandhi Nagar	104	87	Rajnarayan Rama Sharma	Residential	Eligible		Hadpsar	C-611	04-06-2021		
48.	Rajiv Gandhi Nagar	105	88	Sirajjudin Lalsaheb Momin	Residential	Eligible		Viman Nagar	A-406		Jishan Sirajuddin Momin (Son)	Registration is done on sons name and family has received commercial benefit.
49.	Rajiv Gandhi Nagar	106	88/1	Nasima Store	Commercial	Eligible					5 Lac	
50.	Rajiv Gandhi Nagar	107	89	Deepak Vishwanath Pote	Residential	Eligible		Hadpsar	C-1309	06-06-2021		
51.	Rajiv Gandhi Nagar	108	90	Usha Vasant Pawar	Residential	Eligible		Viman Nagar	C-1104	06-06-2021		
52.	Rajiv Gandhi Nagar	109	90/1	Shradha Vaibhav Shinde	Residential	Non-Eligible	Incomplete Documents					She is the daughter of Usha above, does not have any individual document.Ration card issued in 2018.
53.	Rajiv Gandhi Nagar	110	91	Sakubai Vishwanath Waghmare	Residential	Eligible		Viman Nagar	C-1105	24-05-2021		
54.	Rajiv Gandhi Nagar	111	92	Kamlesh Ramvilas Gupta	Residential	Eligible		Hadpsar	C-414	04-06-2021		
55.	Rajiv Gandhi Nagar	112	92/1	Mahendra Kamlesh Gupta	Residential	Eligible		Hadpsar	C-1210	05-06-2021		
56.	Rajiv Gandhi Nagar	113	93	Narendra Kamlesh Gupta	Residential	Eligible		Hadpsar	C-1307	04-06-2021		
57.	Rajiv Gandhi Nagar	114	93/1	Narendra Kamlesh Gupta	Residential	Non-Eligible	Incomplete Documents					Already claim against house no 93. No saparete documents for 93/1
58.	Rajiv Gandhi Nagar	146	116	Kaluram Maruti Gaikwad	Residential	Eligible		Hadpsar	C-510	06-06-2021		
59.	Rajiv Gandhi Nagar	148	117/1	Govardhan Rohidas Galfade	Commercial	Eligible					5 Lac	
60.	Rajiv Gandhi Nagar	151	120	Usha Prabhakar Kale	Residential	Eligible		Hadapsar	C-1407	06-06-2021		

S. No	Slum Name	PMC S. No	House no as per Map	Name	Residential/ Commercial	Eligible/ Non-Eligible	Remark	Location	Room Number	Date of registration	Compensation for commercial units	Remarks
61.	Rajiv Gandhi Nagar	159	125	Nirmala Kishan Devgade	Residential	Eligible		Hadpsar	C-406	05-06-2021		
62.	Rajiv Gandhi Nagar	160	126	Sagar Dadu Dhotre	Residential	Non-Eligible	Incomplete Documents					No documents prior to 2016.
63.	Rajiv Gandhi Nagar	161	127	Shobha Chandrashekhhar Sakalam	Residential	Eligible		Viman Nagar	D-709			
64.	Rajiv Gandhi Nagar	167	132	Savita Rajaram Pandmukh	Residential	Eligible		Hadpsar	C-811	07-06-2021		
65.	Rajiv Gandhi Nagar	173	140	Kavita Rahul Shinde	Residential	Eligible		Hadpsar	C-313	04-06-2021		
66.	Rajiv Gandhi Nagar	177	141	Saru Shyam Waghmare	Residential	Eligible		Hadpsar	C-913	07-06-2021		
67.	Rajiv Gandhi Nagar	178	141/1	Sanjay Shyam Waghmare	Residential	Eligible		Viman Nagar	D-714	08-06-2021		
68.	Rajiv Gandhi Nagar	179	142	Muktabai Maruti Kolekar	Residential	Eligible		Viman Nagar	A-307	10-08-2021		
69.	Rajiv Gandhi Nagar	180	143	Gopal Ramashray Yadav	Residential	Eligible		Viman Nagar	D-813	28-05-2021		
70.	Rajiv Gandhi Nagar	181	144	Hausa Pandurang Thorat	Residential	Eligible		Hadpsar	C-203	05-06-2021		
71.	Rajiv Gandhi Nagar	182	145	Suresh Govind Kamble	Residential	Eligible		Hadpsar	C-1205	05-06-2021		
72.	Rajiv Gandhi Nagar	183	145/1	Arvind Suresh Kamble	Residential	Eligible		Hadpsar	C-710	06-06-2021		
73.	Rajiv Gandhi Nagar	184	146	Ismile Shamuddin Shaikh	Residential	Eligible		Viman Nagar	D-111	27-05-2021		
74.	Rajiv Gandhi Nagar	185	147	Uma Anil Kshirsagar	Residential	Eligible		Hadpsar	C-1507	06-06-2021		
75.	Rajiv Gandhi Nagar	186	148	Sandeep Bansi Kshirsagar	Residential	Eligible		Hadpsar	C-112	06-06-2021		
76.	Rajiv Gandhi Nagar	187	149	Shashikala Bansi Kshirsagar	Residential	Eligible		Hadpsar	C-308	06-06-2021		
77.	Rajiv Gandhi Nagar	188	150	Vinod Vitthal Suryawanshi	Residential	Non-Eligible	Not Applied					
78.	Rajiv Gandhi Nagar	189	151	Vimal Dashrath Gaikwad	Residential	Eligible		Hadpsar	C-702	06-06-2021		
79.	Rajiv Gandhi Nagar	190	151/1	Kamal Harsihchandra Sudrik	Residential	Eligible		Hadapsar	C-104	06-06-2021		
80.	Rajiv Gandhi Nagar	191	152	Kajal Gorakh Kamble	Residential	Eligible		Viman Nagar	D-216	06-06-2021		
81.	Rajiv Gandhi Nagar	192	153	Drop by SRA								Till date no one has made any claim on the existing sturcture
82.	Rajiv Gandhi Nagar	193	154	Sonali Sohanlal Gupta	Commercial	Non-Eligible	Incomplete Documents					Does not have documents required under Shop Act
83.	Rajiv Gandhi Nagar	213	171	Omprakash Sitaram Tiwari	Residential	Eligible		Viman Nagar	C-810	06-06-2021		
84.	Rajiv Gandhi Nagar	214	172	Sushila Kisan Pardeshi	Residential	Eligible		Hadpsar	C-1011	05-06-2021		
85.	Rajiv Gandhi Nagar	215	173	Sandeep Manoj Pardeshi	Residential	Eligible		Hadpsar	C-608	05-06-2021		
86.	Rajiv Gandhi Nagar	216	174	Shirin Shaukat Shaikh	Residential	Eligible		Hadpsar	C-1305	04-06-2021		
87.	Rajiv Gandhi Nagar	217	175	Omprakash Shriram Yadav	Residential	Eligible		Viman Nagar	D-504	24-05-2021		
88.	Rajiv Gandhi Nagar	218	176	Shivpoojan Harishankar Tiwari	Residential	Eligible		Viman Nagar	C-407	24-05-2021		
89.	Rajiv Gandhi Nagar	219	177	Rakesh Puttilal Tiwari	Residential	Eligible		Viman Nagar	D-909	28-05-2021		
90.	Rajiv Gandhi Nagar	220	178	Rajkumari Sohanlal Gupta	Residential	Non-Eligible	Awarded in Valmiki Ambedkar Awas Yojna	Hadapsar	E1-16			Sr. No 88/1 Hadapsar, Hingne Mala, Pune
91.	Rajiv Gandhi Nagar	221	179	Vinod Ramdulare Gupta	Residential	Eligible		Viman Nagar	D-115	24-05-2021		
92.	Rajiv Gandhi Nagar	222	180	Malulal Ramkeval Dubey	Residential	Eligible		Viman Nagar	C-1115	04-06-2021		
93.	Rajiv Gandhi Nagar	223	181	Shravan Devishankar Pathak	Residential	Eligible		Viman Nagar	C-513	06-06-2021		
94.	Rajiv Gandhi Nagar	224	182	Chandan Virendra Tiwari	Residential	Non-Eligible	Incomplete Documents					The ration card and tax receipt are issued

S. No	Slum Name	PMC S. No	House no as per Map	Name	Residential/ Commercial	Eligible/ Non-Eligible	Remark	Location	Room Number	Date of registration	Compensation for commercial units	Remarks
												in 2018 beyond the cut off date of 2016.
95.	Rajiv Gandhi Nagar	225	183	Baby Yusuf Shaikh	Residential	Non-Eligible	Awarded in Valmiki Ambedkar Awas Yojna	Hadpsar	FE-23			Sr. No 88/1 Hadapsar, Hingne Mala, Pune
96.	Rajiv Gandhi Nagar	226	183/1	Nazir Yusuf Shaikh	Residential	Eligible		Hadpsar	C-513	07-06-2021		
97.	Rajiv Gandhi Nagar	227	183/2	Altaf Aziz Shaikh	Residential	Eligible		Viman Nagar	D-1103	24-05-2021		
98.	Rajiv Gandhi Nagar	228	184	Aziz yunnus Shaikh	Residential	Non-Eligible	Awarded in Valmiki Ambedkar Awas Yojna	Hadpsar	FE-21			Sr. No 88/1 Hadapsar, Hingne Mala, Pune
99.	Rajiv Gandhi Nagar	229	184/1	Aman Riyaz Shaikh	Residential	Eligible		Hadapsar	C-508	28-06-2021		
100.	Rajiv Gandhi Nagar	230	185	Vinod Chaudhary	Commercial	Eligible		Hadapsar			5 Lac	
101.	Rajiv Gandhi Nagar	231	186	Meena Sahdev Sathe	Residential	Eligible		Hadpsar	D-803	06-06-2021		
102.	Rajiv Gandhi Nagar	232	187	Vinod Rama Chaudhary	Residential	Eligible		Hadpsar	C-1002	04-06-2021		
103.	Rajiv Gandhi Nagar	233	187/1	Vinod Rama Chaudhary	Residential	Non-Eligible	Incomplete Documents					Already claimed against house no 187. No saparete documents for 187/1. Same person is trying to claim another house
104.	Rajiv Gandhi Nagar	234	181	Firoj Aziz Shaikh	Residential	Eligible		Viman Nagar	D-501	24-05-2021		
105.	Rajiv Gandhi Nagar	235	189	Deepak Rajesh Tiwari	Residential	Eligible		Viman Nagar	D-402	24-05-2021		
106.	Rajiv Gandhi Nagar	236	190	Lata Umesh Athavale	Residential	Eligible		Hadapsar	C-1306	04-06-2021		
107.	Rajiv Gandhi Nagar	237	190/1	Manish Munnilal Tiwari	Residential	Non-Eligible	Incomplete Documents					Manish Tiwari no longer a tenant of Lata Umesh Athavale for house no 190 and she is trying to claim a unit. Her application has been rejected.
108.	Rajiv Gandhi Nagar	238	192	Ashok Bhaguji Galfade	Residential	Eligible		Hadpsar	C-113	06-06-2021		
109.	Rajiv Gandhi Nagar	239	192/1	Vishal Ashok Galfade	Residential	Eligible		Hadpsar	C-705	06-06-2021		
110.	Rajiv Gandhi Nagar	240	193	Balu Suryabhan Chauhan	Residential	Eligible		Hadapsar	C-1316	07-06-2021		
111.	Rajiv Gandhi Nagar	241	194	Daya Vaman Khankal	Residential	Eligible		Hadapsar	C-312	06-06-2021		
112.	Rajiv Gandhi Nagar	242	195	Archana Vaman Khankal	Residential	Eligible		Hadapsar	C-812	06-06-2021		
113.	Rajiv Gandhi Nagar	243	195/1	Ganesh Sadashiv Shinde	Residential	Eligible		Hadpsar	C-1101	06-06-2021		
114.	Rajiv Gandhi Nagar	244	196	Shailesh Sanjivan Kakade	Residential	Eligible		Hadpsar	C-1203	06-06-2021		
115.	Rajiv Gandhi Nagar	245	197	Amit Subhashchandra Birla	Commercial	Eligible					10 Lac	This person has received both a commercial unit and house
116.	Rajiv Gandhi Nagar	246	197/1	Amit Subhashchandra Birla	Residential	Eligible		Hadpsar	C-1013	08-06-2021		
117.	Rajiv Gandhi Nagar	247	198	Girdhari Sundarlal Gupta	Residential	Eligible		Viman Nagar	D-613	26-05-2021		
118.	Rajiv Gandhi Nagar	248	199	Kailas Sanjeevan Kakade	Residential	Eligible		Hadpsar	C-1109	05-06-2021		
119.	Rajiv Gandhi Nagar	249	200	Mukta Bhau Shinde	Residential	Eligible		Hadpsar	C-416	05-06-2021		

S. No	Slum Name	PMC S. No	House no as per Map	Name	Residential/ Commercial	Eligible/ Non-Eligible	Remark	Location	Room Number	Date of registration	Compensation for commercial units	Remarks
120	Rajiv Gandhi Nagar	250	200/1	Suvarna Babloo Shinde	Residential	Eligible		Hadpsar	C-110			
121	Rajiv Gandhi Nagar	251	201	Lilavati Suryabhan Chauhan	Residential	Eligible		Hadapsar	C-1512	07-06-2021		
122	Rajiv Gandhi Nagar	252	202	Ashok Dagdu Jadhav	Residential	Eligible		Hadpsar	C-205	06-06-2021		
123	Rajiv Gandhi Nagar	253	202/1	Sachin Ashok Jadhav	Residential	Eligible		Hadpsar	C-1207	06-06-2021		
124	Rajiv Gandhi Nagar	254	203	Shantabai Dattoaba Telange	Residential	Eligible		Hadpsar	C-310	07-06-2021		
125	Rajiv Gandhi Nagar	255	204	Nanda Babu Galfade	Residential	Eligible		Hadpsar	C-806	06-06-2021		
126	Rajiv Gandhi Nagar	256	205	Laxmi Ravindra Ghatge	Residential	Eligible		Viman Nagar	A-208	11-06-2021		
127	Rajiv Gandhi Nagar	257	206	Subhash Bhaguji Galfade	Residential	Eligible		Hadpsar	C-407	06-06-2021		
128	Rajiv Gandhi Nagar	258	206/1	Rajubai Bhaguji Galfade	Residential	Eligible		Hadpsar	C-716	06-06-2021		
129	Rajiv Gandhi Nagar	259	207	Banobi Gorisaheb Shaikh	Residential	Eligible		Hadpsar	C-311	05-06-2021		
130	Rajiv Gandhi Nagar	260	208	Ranjana Anil Chauhan	Residential	Eligible		Hadpsar	C-903	07-06-2021		
131	Rajiv Gandhi Nagar	261	208/1	Poonam Somnath Supekar	Residential	Non-Eligible	Incomplete Documents					Already claimed against house no 208. No separate documents for 208/1
132	Rajiv Gandhi Nagar	262	209	Asha Lahu Gaikwad	Residential	Eligible		Viman Nagar	D-104	24-05-2021		
133	Rajiv Gandhi Nagar	263	210	Surekha Bhau Kasbe	Residential	Eligible		Hadpsar	C-914	06-06-2021		
134	Rajiv Gandhi Nagar	264	210/1	Ajay Bhau Kasbe	Residential	Eligible		Hadpsar	C-807	06-06-2021		
135	Rajiv Gandhi Nagar	265	211	Mallika Bahadurkhan Pathan	Residential	Eligible		Viman Nagar	C-703	25-05-2021		
136	Rajiv Gandhi Nagar	266	211/1	Firoj Bahadurkhan Pathan	Residential	Eligible		Hadpsar	C-1016	04-06-2021		
137	Rajiv Gandhi Nagar	267	212	Afroj Bahadurkhan Pathan	Residential	Eligible		Hadapsar	C-814			
138	Rajiv Gandhi Nagar	268	213	Malan Raju Dongre	Residential	Eligible		Hadpsar	C-1208	07-06-2021		
139	Rajiv Gandhi Nagar	269	214	Jyoti Eknath Jagdane	Residential	Non-Eligible	Incomplete Documents					the house paper on her grand mother name she has been ask to provide papers to prove she is the legal heir (Under considartion)
140	Rajiv Gandhi Nagar	270	215	Babu Mhasu Jadhav	Residential	Eligible		Hadpsar	C-503	06-06-2021		
141	Rajiv Gandhi Nagar	271	215/1	Nikhil babu Jadhav	Residential	Eligible		Hadpsar	C-1212	07-06-2021		
142	Rajiv Gandhi Nagar	272	216	Tulshabai Baliram Pawar	Residential	Eligible		Hadpsar	C-211	06-06-2021		
143	Rajiv Gandhi Nagar	273	216/1	Sambhaji Sambhaji Pawar	Residential	Eligible		Hadpsar	C-1515	06-06-2021		
144	Rajiv Gandhi Nagar	274	217	Sarojani Bapu Waghmare	Residential	Eligible		Hadpsar	C-1401	06-06-2021		
145	Rajiv Gandhi Nagar	275	218	Sagar Baban Bhalshankar	Residential	Eligible		Hadpsar	C-213	06-06-2021		
146	Rajiv Gandhi Nagar	276	219	Balu Sahdev Sathe	Residential	Eligible		Hadpsar	C-1406	06-06-2021		
147	Rajiv Gandhi Nagar	277	220	Shamim Firoj Khan	Residential	Eligible		Hadpsar	C-114	06-06-2021		
148	Rajiv Gandhi Nagar	278	220/1	Efthesha Firoj Khan	Residential	Non-Eligible	Incomplete Documents					Already claimed against house no 220. No seprate documents for 220/1.
149	Rajiv Gandhi Nagar	279	221	Sushila Baban Avtade	Residential	Eligible		Hadpsar	C-1108	06-06-2021		
150	Rajiv Gandhi Nagar	280	222	Drop by SRA								Till date no one has made any claim on the existing sturcture

S. No	Slum Name	PMC S. No	House no as per Map	Name	Residential/ Commercial	Eligible/ Non-Eligible	Remark	Location	Room Number	Date of registration	Compensation for commercial units	Remarks
151	Rajiv Gandhi Nagar	281	223	Sulbha Chandrkant Salve	Residential	Eligible		Hadpsar	C-816	06-06-2021		
152	Rajiv Gandhi Nagar	282	223/1	Vishal Chnadrakant Salve	Residential	Eligible		Hadpsar	C-911	06-06-2021		
153	Rajiv Gandhi Nagar	283	224	Lata Jagan Kamble	Residential	Eligible		Hadpsar	C-1215	06-06-2021		
154	Rajiv Gandhi Nagar	284	224/1	Vijay Jagan Kamble	Residential	Eligible		Hadpsar	C-905	06-06-2021		
155	Rajiv Gandhi Nagar	285	225	Bhagwan Govind Kamble	Residential	Eligible		Hadpsar	C-106	06-06-2021		
156	Rajiv Gandhi Nagar	286	225/1	Avinash Bhagwan Kamble	Residential	Non-Eligible	Incomplete Documents					Already claimed against for house no 225. No seprate documents for 225/1.
157	Rajiv Gandhi Nagar	287	226	Ganesh Baban Kshirsath	Residential	Eligible		Hadpsar	C-1302	05-06-2021		
158	Rajiv Gandhi Nagar	288	227	Chaya Rahul Kamble	Residential	Eligible		Hadpsar	C-403	05-06-2021		
159	Rajiv Gandhi Nagar	289	227/1	Pamabai Laxman Kamble	Residential	Eligible		Hadpsar	C-210	05-06-2021		
160	Rajiv Gandhi Nagar	290	228	Nilesh Bharat Kamble	Residential	Eligible		Hadpsar	C-1008	06-06-2021		
161	Rajiv Gandhi Nagar	291	228/1	Nilesh Bharat Kamble	Residential	Non-Eligible						Already claim against house no 228. No saparete documents for 228/1.
162	Rajiv Gandhi Nagar	292	229	Alka Ram Kamble	Residential	Eligible		Hadapsar	C-601			
163	Rajiv Gandhi Nagar	293	229/1	Amol Ram Kamble	Residential	Eligible		Hadpsar	C-304	05-06-2021		
164	Rajiv Gandhi Nagar	294	230	Vaishali Rajendra Jadhav	Residential	Eligible		Hadpsar	C-815	07-06-2021		
165	Rajiv Gandhi Nagar	295	231	Bapu Shankar Tikone	Residential	Eligible		Hadpsar	C-907	08-06-2021		
166	Rajiv Gandhi Nagar	296	232	Shakila Jamil Bagwan	Residential	Eligible		Hadpsar	C-1404	06-06-2021		
167	Rajiv Gandhi Nagar	297	232/1	Shehnaj Mehbub Bagwan	Residential	Eligible		Viman Nagar	C-1106	08-06-2021		
168	Rajiv Gandhi Nagar	298	233	Sarika Deepak Kshirsagar	Residential	Non-Eligible	Incomplete Documents					No document prior to 2016
169	Rajiv Gandhi Nagar	299	234	Baban Jalindar Shirsath	Residential	Eligible		Hadpsar	C-805	05-06-2021		
170	Rajiv Gandhi Nagar	300	235	Vicky Gangaram Jadhav	Residential	Eligible		Hadpsar	C-513	08-06-2021		
171	Rajiv Gandhi Nagar	301	236	Baba Suresh Sarode	Residential	Eligible		Hadpsar	C-1014	06-06-2021		
172	Rajiv Gandhi Nagar	302	237	Sangeeta Suresh Sarode	Residential	Eligible		Viman Nagar	D-508	26-05-2021		
173	Rajiv Gandhi Nagar	303	238	Vaishali Yuvraj Kadvale	Residential	Eligible		Hadpsar	C-1111	06-06-2021		
174	Rajiv Gandhi Nagar	304	239	Firoj Abdul Shaikh	Residential	Eligible		Hadpsar	C-1112	04-06-2021		
175	Rajiv Gandhi Nagar	305	239/1	Ebrahim Ekbal Shaikh	Residential	Eligible		Hadpsar	C-606	04-06-2021		
176	Rajiv Gandhi Nagar	306	240	Rukmini Kailas Kshirsagar	Residential	Eligible		Hadpsar	C-908	06-06-2021		
177	Rajiv Gandhi Nagar	307	240/1	Harshad Kailas Kshirsagar	Residential	Non-Eligible	Incomplete Documents					Already claim against house no 240. No separate documents for 240/1.
178	Rajiv Gandhi Nagar	308	241	Vishal Suresh Kamble	Residential	Eligible		Viman Nagar	A-1309	10-08-2021		
179	Rajiv Gandhi Nagar	309	242	Jabbar Hussian Mulani	Residential	Eligible		Hadpsar	C-912	04-06-2021		
180	Rajiv Gandhi Nagar	310	243	Ayesha Tajjudin Shaikh	Residential	Eligible		Hadpsar	C-501	04-06-2021		
181	Rajiv Gandhi Nagar	311	244	Rajiya Hussain Shaikh	Residential	Eligible		Hadpsar	C-1004	04-06-2021		
182	Rajiv Gandhi Nagar	312	245	Kamal Uttam Kshirsagar	Residential	Eligible		Hadpsar	C-201	06-06-2021		
183	Rajiv Gandhi Nagar	313	245/1	Vimal Anna Adagale	Residential	Eligible		Viman Nagar	C-109	07-06-2021		

S. No	Slum Name	PMC S. No	House no as per Map	Name	Residential/ Commercial	Eligible/ Non-Eligible	Remark	Location	Room Number	Date of registration	Compensation for commercial units	Remarks
184.	Rajiv Gandhi Nagar	327	259	Namira Yaseen Shaikh	Residential	Non-Eligible	Awarded in Valmiki Ambedkar Awas Yojna	Hadpsar	FE-24			Already been awarded in Valmiki Ambedkar Awas Yojna
185.	Rajiv Gandhi Nagar	338	266	Ganpati Mandir	CP							
186.	Rajiv Gandhi Nagar	339	267	Narendra Appa Waghmare	Residential	Eligible		Hadpsar	C-410	05-06-2021		
187.	Rajiv Gandhi Nagar	340	267/1	Appa Ramchandra Waghmare	Residential	Eligible		Hadpsar	C-314	06-06-2021		
188.	Rajiv Gandhi Nagar	341	268	Sumanta Laxman Fasge	Residential	Eligible		Hadpsar	C-408	06-06-2021		
189.	Rajiv Gandhi Nagar	342	269	Maya Kaluram Moghe	Residential	Eligible		Hadpsar	C-613	07-06-2021		
190.	Rajiv Gandhi Nagar	343	270	Sandhya Akash Kshirsagar	Residential	Eligible		Hadpsar	C-810	06-06-2021		
191.	Rajiv Gandhi Nagar	344	271	Rani Santosh Mohite	Residential	Eligible		Hadpsar	C-101	08-06-2021		
192.	Rajiv Gandhi Nagar	345	272	Sangeeta Balu Gore	Residential	Eligible		Hadpsar	C-402	06-06-2021		
193.	Rajiv Gandhi Nagar	346	273	Ram Dadu Kamble	Residential	Eligible		Hadpsar	C-207	05-06-2021		
194.	Rajiv Gandhi Nagar	347	273/1	Kiran Ram Kamble	Residential	Eligible		Hadpsar	C-708	05-06-2021		
195.	Rajiv Gandhi Nagar	348	274	Sojarabai Shyam Fasge	Residential	Eligible		Hadpsar	C-409	07-06-2021		
196.	Rajiv Gandhi Nagar	349	275	Someshwar Shyam Fasge	Residential	Eligible		Hadpsar	C-614	06-06-2021		
197.	Rajiv Gandhi Nagar	350	276	Chaya Anil More	Residential	Eligible		Hadpsar	C-1213	07-06-2021		
198.	Rajiv Gandhi Nagar	351	277	Shankar Dattatray Fasge	Residential	Eligible		Hadpsar	C-706	05-06-2021		
199.	Rajiv Gandhi Nagar	352	278	Dattatray Kisan Fasge	Residential	Eligible		Hadpsar	C-307	04-06-2021		
200.	Rajiv Gandhi Nagar	353	279	Janabai Mahadev Ukirde	Residential	Eligible		Hadpsar	C-808	07-06-2021		
201.	Rajiv Gandhi Nagar	354	279/1	Akash Yadav Ukirde	Residential	Eligible		Hadpsar	C-1003			
202.	Rajiv Gandhi Nagar	355	280	Mangesh Subhash Sarode	Residential	Eligible		Hadpsar	C-1405	04-06-2021		
203.	Rajiv Gandhi Nagar	356	281	Taslim Ekbal Bagban	Residential	Eligible		Hadpsar	C-1312	06-06-2021		
204.	Rajiv Gandhi Nagar	357	281/1	Javed Abdulrajjak Bagban	Residential	Eligible		Hadpsar	C-510			
205.	Rajiv Gandhi Nagar	358	282	Jayshree Sunil Waghmare	Residential	Eligible		Hadpsar	C-1303	06-06-2021		
206.	Rajiv Gandhi Nagar	359	283	Kalpana Gopinath Ohal	Residential	Eligible		Hadpsar	C-1113	06-06-2021		
207.	Rajiv Gandhi Nagar	494	397	Toilet (Female)	CP							
208.	Rajiv Gandhi Nagar	495	398	Toilet (Male)	CP							
209.	Rajiv Gandhi Nagar	496	399	Suman Bandu Zombade	Residential	Eligible		Hadpsar	C-1007	04-06-2021		
210.	Rajiv Gandhi Nagar	497	400	Reshma krushna Zombade	Residential	Eligible		Hadpsar	C-1116	04-06-2021		
211.	Rajiv Gandhi Nagar	498	401	Dhondiba Mariba Telange	Residential	Eligible		Hadpsar	C-405			
212.	Rajiv Gandhi Nagar	499	402	Bhagwan Govind Kamble	Residential	Eligible		Hadpsar	C-106	06-06-2021		
213.	Rajiv Gandhi Nagar	500	403	Khrushnabai Namdev Londhe	Residential	Eligible		Hadpsar	C-1416	05-06-2021		
214.	Rajiv Gandhi Nagar	501	404	Manoj Shankar Tikone	Residential	Eligible		Hadpsar	C-1311	08-06-2021		
215.	Rajiv Gandhi Nagar	502	404/1	Manoj Shankar Tikone	Residential	Non-Eligible	Incomplete Documents					Already claimed against house no 404. No separate documents for 404/1.
216.	Rajiv Gandhi Nagar	503	405	Jagan Shankar Tikone	Residential	Eligible		Hadpsar	C-1511	08-06-2021		

S. No	Slum Name	PMC S. No	House no as per Map	Name	Residential/ Commercial	Eligible/ Non-Eligible	Remark	Location	Room Number	Date of registration	Compensation for commercial units	Remarks
217	Rajiv Gandhi Nagar	504	406	Kavira Mhasu Jadhav	Residential	Eligible		Hadpsar	C-1206	06-06-2021		
218	Rajiv Gandhi Nagar	505	407	Maya Kishor Kamble	Residential	Eligible		Hadpsar	C-704	05-06-2021		
219	Rajiv Gandhi Nagar	506	407/1	Suman Bharat Kamble	Residential	Eligible		Viman Nagar	C-107	08-06-2021		
220	Kamgar Putla	686	560	Mahendra Sohanlal Sethiya	Residential	Eligible		Viman Nagar	D-911	24-05-2021		
221	Kamgar Putla	687	561	Ruksana Mohhammad Shaikh	Residential	Eligible		Viman Nagar	D-510	08-06-2021		
222	Kamgar Putla	688	562	Afzal Asalam Shaikh	Residential	Eligible		Viman Nagar	D-204	27-05-2021		
223	Kamgar Putla	689	563	Gorakhnath Murlidhar Dange	Residential	Eligible		Hadpsar	C-715	08-06-2021		
224	Kamgar Putla	690	564	Bhau Sonba Avhad	Residential	Eligible		Viman Nagar	D-907			
225	Kamgar Putla	691	565	Subhadra Haribhau Chaure	Residential	Eligible		Viman Nagar	D-105	15-06-2021		
226	Kamgar Putla	692	566	Anandi Nandu Patil	Residential	Eligible		Viman Nagar	D-1106	14-06-2021		
227	Kamgar Putla	693	566/1	Bhau Mahadev Dandge	Residential	Eligible		Hadpsar	C-1415	28-06-2021		
228	Kamgar Putla	694	567	Hasina Dilavar Mulla	Residential	Eligible		Viman Nagar	D-101	08-06-2021		
229	Kamgar Putla	695	568	Nazir Samil Shaikh	Residential	Eligible		Viman Nagar	D-1001	08-06-2021		
230	Kamgar Putla	702	574	Rakesh Babu Shinde	Residential	Eligible		Viman Nagar	D-212			
231	Kamgar Putla	703	575	Madeena Shahbuddin Bagwan	Residential	Eligible		Viman Nagar	D-414	24-05-2021		
232	Kamgar Putla	704	576	Reshma Makbul Bagwan	Residential	Eligible		Viman Nagar	D-807	24-05-2021		
233	Kamgar Putla	749	611/2	Mukesh Raosaheb Shinde	Residential	Eligible		Viman Nagar	D-406	06-06-2021		
234	Kamgar Putla	750	612	Jyoyi Bajrang Kasbe	Commercial	Eligible					10 Lac	
235	Kamgar Putla	751	612/1	Maruti Mahadev Jadhav	Residential	Non-Eligible	Not Applied					
236	Kamgar Putla	752	613	Vicky Mahadev Mohite	Residential	Eligible		Viman Nagar	D-612			
237	Kamgar Putla	753	614	Peranbai Popat Shinde	Residential	Eligible		Viman Nagar	A-211	07-06-2021		
238	Kamgar Putla	763	623	Renuka Maruti Dhavre	Residential	Eligible		Viman Nagar	D-608			
239	Kamgar Putla	764	624	Lata Baban Bhalke	Residential	Eligible		Viman Nagar	D-209			
240	Kamgar Putla	830	678	Nitin Shrirang Thorat	Residential	Eligible		Viman Nagar	D-505	07-06-2021		
241	Kamgar Putla	831	678/1	Shankar Shrirang Thorat	Residential	Eligible		Viman Nagar	D-806	28-06-2021		
242	Kamgar Putla	846	688	Nandkishor baban Lokhande	Residential	Eligible		Viman Nagar	C-404	07-06-2021		
243	Kamgar Putla	850	691	Majjit Ahmad Patvekar	Residential	Eligible		Viman Nagar	D-415			
244	Kamgar Putla	853	693	Mohanbai Mahadev Kamble	Residential	Eligible		Viman Nagar	D-401			
245	Kamgar Putla	858	696	Rukmani Sunil Alhat	Residential	Eligible		Viman Nagar	D-712	07-06-2021		
246	Kamgar Putla	859	697	Rekha Raju Manjrekar	Commercial	Eligible		Viman Nagar	D-313		5 Lac	
247	Kamgar Putla	875	710	Mahesh Ramesh Dodke	Commercial	Non-Eligible	Awarded in Valmiki Ambedkar Awas Yojna	Hadapsar	E2-26			His mother Sujata Ramesh Dodke has already been awarded in Valmiki Ambedkar awas yojna. No commercial document was submitted required under shop act
248	Kamgar Putla	877	712	Ahmad Abdul Kayyumansari	Residential	Eligible		Viman Nagar	D-1005			
249	Kamgar Putla	881	716	Nirmala Mohan More	Residential	Eligible		Viman Nagar	D-707			
250	Kamgar Putla	882	717	Vajinath Kashinath Pawar	Residential	Eligible		Viman Nagar	D-405	06-06-2021		

S. No	Slum Name	PMC S. No	House no as per Map	Name	Residential/ Commercial	Eligible/ Non-Eligible	Remark	Location	Room Number	Date of registration	Compensation for commercial units	Remarks
251	Kamgar Putla	883	718	Kesharbai Jaggnath Waghmare	Residential	Eligible		Viman Nagar	D-901			
252	Kamgar Putla	884	719	Nitin Bhagwan Waghmare	Residential	Eligible		Viman Nagar	D-110	28-05-2021		
253	Kamgar Putla	885	720	Chaya Suresh Waghmare	Residential	Eligible		Viman Nagar	D-411	24-05-2021		
254	Kamgar Putla	886	721	Vishwanath Rangnath Waghmare	Residential	Eligible		Viman Nagar	D-605	07-06-2021		
255	Kamgar Putla	887	722	Reshma Sharavn Gorkhe	Residential	Eligible		Viman Nagar	D-1004			
256	Kamgar Putla	888	723	Laxmi Malhar Kadam	Residential	Eligible		Hadpsar	C-202	06-06-2021		
257	Kamgar Putla	889	724	Usha Dashrath Kadam	Residential	Eligible		Viman Nagar	D-301	06-06-2021		
258	Kamgar Putla	890	725	Sakharam Govind Misal	Residential	Eligible		Viman Nagar	D-1112			
259	Kamgar Putla	894	729	Kamini Vinod Sathe	Residential	Eligible		Viman Nagar	D-516	06-06-2021		
260	Kamgar Putla	895	730	Pushpa Vilas Sathe	Residential	Eligible		Hadpsar	C-709	07-06-2021		
261	Kamgar Putla	896	731	Ramesh Mangal Sathe	Residential	Eligible		Viman Nagar	D-1013			
262	Kamgar Putla	897	732	Sarubai Shrihari Sathe	Residential	Eligible		Viman Nagar	D-711			
263	Kamgar Putla	901	736	Parmeshwar Chandrkant More	Residential	Eligible		Viman Nagar	D-308			
264	Kamgar Putla	1066	872	Kondabai Mubarak Shaikh	Residential	Eligible		Viman Nagar	D-409	26-05-2021		
265	Kamgar Putla	1067	872/1	Naushad Bashir Shaikh	Residential	Eligible		Viman Nagar	C-214	08-06-2021		Muskan Jahangir Shaikh
266	Kamgar Putla	1068	873	Nandu Shabu Pawar	Residential	Eligible		Viman Nagar	D-808	08-06-2021		
267	Kamgar Putla	1069	873/1	Rupali Nandu Pawar	Residential	Eligible		Viman Nagar	D-704	07-06-2021		
268	Kamgar Putla	1070	874	Dattatray Raghunath Jadhav	Residential	Eligible		Viman Nagar	D-1108	28-05-2021		
269	Kamgar Putla	1072	876	Harubai Gajanan Yayal	Residential	Eligible		Viman Nagar	D-616			
270	Kamgar Putla	1073	876/1	Arubai Gajanan Yayal	Residential	Non-Eligible						Already claimed against house no 876. No separate documents for 876/1.
271	Kamgar Putla	1076	879	Sakhubai Baban Lokonde	Residential	Eligible		Viman Nagar	D-404	06-06-2021		
272	Kamgar Putla	1077	880	Aniket/Dhananjay Ashok Lokhande	Residential	Eligible		Viman Nagar	A-213	28-06-2021	5 Lac	
273	Kamgar Putla	1078	881	Ummat Ali Shah	Residential	Eligible		Viman Nagar	D-906	06-06-2021		
274	Kamgar Putla	179	882	Ummat Ali Shah	Commercial	Eligible	Tailoring Shop				5 Lac	
275	Kamgar Putla	1086	888/1	Avinash Popat Pawar	Residential	Non-Eligible	Incomplete Documents					Already claimed against house no 888. No separate documents for 888/1.
276	Kamgar Putla	1087	889	Sarubai Shabu Pawar	Residential	Eligible		Viman Nagar	D-203	28-06-2021		
277	Kamgar Putla	1100	900	Amol Rajendra Zombade	Residential	Eligible		Viman Nagar	C-106	08-06-2021		
278	Kamgar Putla	1101	901	Satyabhama Bhika Zombade	Residential	Eligible		Viman Nagar	D-206	04-06-2021		

Annexure-3: List of 13 PAFs

S.No.	Name of the affected Family	Mobile No.	Original residence	Current Residing Location	Sex of Head of Affected Family (Male/Female)	Eligible for Flat/Other Assistance	Allotted Location	Flat No.
1	Jai Bajrang Kasbe	9561663242	Kamgar Putla	Bibbewadi	Female	Eligible	-	
2	Renuka Maruti Dhavre	8261818414	Kamgar Putla	Bibbewadi	Female	Eligible	Viman Nagar	D-608
3	Lata Baban Bhalke	7058728491	Kamgar Putla	Balaji Nagar	Female	Eligible	Viman Nagar	D-209
4	Mohanbai Mahadev Kamble	7770072180	Kamgar Putla	-	Female	Eligible	-	D-401
5	Ahmad Abdul Kayyumansari	7499787035	Kamgar Putla	Kondwa	Male	Eligible	Viman Nagar	D-1005
6	Nirmala Mohan More	8446345036	Kamgar Putla	Bibbewadi	Female	Eligible	Viman Nagar	D-707
7	Kesharbai Jaggnath Waghmare	NA	Kamgar Putla	-	Female	Eligible	Viman Nagar	D-901
8	Reshma Sharavn Gorkhe	9730034307	Kamgar Putla	-	Female	Eligible	Viman Nagar	D-1004
9	Sakharam Govind Misal	9822263217	Kamgar Putla	Rent Stay	Male	Eligible	Viman Nagar	D-1112
10	Ramesh Mangal Sathe	8805265065	Kamgar Putla	Hadapsar	Male	Eligible	Viman Nagar	D-1013
11	Sarubai Shrihari Sathe	8805265065	Kamgar Putla	-	Female	Eligible	Viman Nagar	D-711
12	Parmeshwar Chandrkant More	9552088424	Kamgar Putla	-	Male	Eligible	Viman Nagar	D-308
13	Harubai Gajanan Yayal	9960226147	Kamgar Putla	-	Female	Eligible	Viman Nagar	D-616

Annexure-4: List of notices published in News Papers for informing the PAFs

Sr. No.	Date	News Paper Name	Issued by
1.	29.01.2020	Dainik Sandhyanand	PMC
2.	12.10.2020	Dainik Sakal	PMC
3.	12.10.2020	Lokmanya Saanjvarta	PMC
4.	20.01.2021	Dainik Sakal	PMC
5.	27.02.2021	Dainik Sakal	PMC
6.	24.03.2021	Dainik Pudhari	PMC
7.	22.05.2021	Dainik Lokmat, Dainik Sakal	SRA
8.	03.06.2021	Dainik Sakal	SRA
9.	04.06.2021	Dainak Pudhari	PMC
10.	11.06.2021	Dainik Pudhari	PMC
11.	08.07.2021	Dainik Sakal	PMC
12.	23.07.2021	Dainik Pudhari, Dainik Lokmat	PMC
13.	31.07.2021	Dainik Lokmat	PMC
14.	18.08.2021	Dainik Sakal	MMRCL
15.	07.10.2021	Dainik Sakal	MMRCL
16.	22.10.2021	Dainik Sakal, Dainik lokmat	MMRCL
17.	04.10.2022 (Final Notice for last date 04.11.2022)	Dainik Pudhari	PMC

Annexure-4 A PAFs demands and Decision of Divisional Commissioner

दिनांक २८ मार्च, २०२३ च्या विभागीय आयुक्त, पुणे यांचे अध्यक्षतेखाली झालेल्या बैठकीचे इतिवृत

विषय: प्लॉट क्र.८०६, ८०६ अ कामगार पुतळा येथील उर्वरित झोपडीधारकांना पात्र करून शासनाच्या नियमानुसार, मा.मुख्यमंत्री साहेबांच्या निर्देशानुसार रोख मोबदला किंवा मोकळ्या भूखंडावर नवीन बांधकाम करून देणेबाबत

वरील विषयाबाबत मा. विभागीय आयुक्त यांचे अध्यक्षतेखाली व कार्यालयात दुपारी १२.३० वा. बैठक आयोजित करण्यात आली. बैठकीस खालील प्रमाणे उपस्थिती होती.

अ.क्र.	उपस्थित अधिका-याचे नांव	पदनाम/कार्यालयाचे नाव
१	डॉ. राजेश देशमुख	जिल्हाधिकारी, पुणे
२	श्री नीलेश र. गटणे	मुख्य कार्यकारी अधिकारी, झो.पु. प्रा., पुणे
३	श्री दिपक सिंगला	अति. महानगर आयुक्त, पुणे महानगर विकास प्राधिकरण
४	श्रीमती पुनम मेहता	सह आयुक्त, नगरपरिषद प्रशासन, पुणे विभाग, पुणे विभागीय आयुक्त कार्यालय, पुणे
५	श्री अतुल गाडगीळ	व्यवस्थापक, महाराष्ट्र मेट्रो रेल कॉर्पोरेशन लि. पुणे
६	श्रीमती वैशाली इंदाणी	अपर जिल्हाधिकारी, झो.पु. प्रा., पुणे
७	श्री संतोष वारुळे	उपायुक्त तथा सक्षम प्राधिकारी (परिमंडळ क्र.२) पुणे महानगरपालिका
८	श्री रविंद्र सावळकर	वरिष्ठ उप महाव्यवस्थापक (जमीन) मेट्रो रेल, पुणे
९	श्री सोनाप्पा यमगर	वरिष्ठ उप महाव्यवस्थापक (जमीन) मेट्रो रेल, पुणे
१०	श्री भरतकुमार बाविस्कर	अधीक्षक अभियंता अभियांत्रिकी विभाग-२, पीएमआरडीए, पुणे
११	श्री आर. एन. ठाणगे	कार्यकारी अभियंता अभियांत्रिकी विभाग-२, पीएमआरडीए, पुणे
१२	श्री बबन भालके	कामगार पुतळा झोपडपट्टी बचव समिती सदस्य
१३	श्री हमीद शेख	
१४	श्री सचिन ठाकूर	
१५	अॅड शिरीष पाटील	

बैठकीत खालील मुद्यांवर चर्चा झाली.

(१) पुणे मेट्रो प्रकल्प १, २ व ३ यामुळे कामगार पुतळा, राजीव गांधी नगर व जुना तोफखाना झोपडपट्टी शिवाजीनगर, पुणे येथील बाधित होणा-या झोपडपट्ट्यांमधील एकूण पात्र ९८९ झोपडीधारकांना स.नं.२०३ विमाननगर व स. नं. १३२ हडपसर येथे मेट्रोच्या वतीने रक्कम भरून घेऊन झोपुप्रा च्या सदनिका वाटप केल्या आहेत व त्यापैकी ८४० झोपडीधारकांनी करारनामे केले असून १४९ झोपडीधारक अद्यापही करारनामा करून ताबा घेत नाहीत अशी बाब स्पष्ट करण्यात आली. कामगार पुतळा बचाव समितीच्या सदस्यांनी स्पष्ट केले की, स.नं. १३२, हडपसर व स.न.२०३ विमाननगर येथे शहराच्या बाहेर सदनिका दिल्या असल्यामुळे उदरनिर्वाहाचा तसेच मुलांच्या शिक्षणाचा प्रश्न असल्यामुळे उर्वरित झोपडीधारक करारनामा करून सदनिकांचा ताबा घेण्यास विरोध करत आहेत.

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(२) कामगार पुतळा झोपडपट्टी बचाव समिती यांनी दिलेल्या निवेदनातील मुद्यांचे वाचन करण्यात आले. त्यानंतर श्री बबन भालके,अध्यक्ष, कामगार पुतळा झोपडपट्टी बचाव समिती यांनी उर्वरित १५० झोपडीधारकांना खालील ठिकाणी उपलब्ध असणा-या जागांपैकी एका ठिकाणी पुनर्वसन सदनिका मेट्रातर्फे बांधून देण्यात याव्यात अशी मागणी केली.

- (१) जुना तोफखाना येथील शिक्षण मंडळाची जागा (२) संचेती हॉस्पिटल समोरील गुरांचा दवाखान्याची जागा
- (३) अभियांत्रिकी कॉलेज शेजारील सी.आय.डी. (गुन्हे अन्वेषण विभाग) कार्यालयाची जागा
- (४) शिवाजीनगर वाकडेवाडी एस.टी. स्टॅडला दिलेली जागा (५) संगमवाडी परिसरातील शासकीय/निम शासकीय जागा

(३) दि. २ ऑक्टोबर, २०२२ रोजी मा. मुख्यमंत्री महोदय श्री एकनाथ शिंदे साहेब यांनी कामगार पुतळा बचाव समितीच्या सदस्यांची भेट घेतली असता, बचाव समितीकडून मुख्यतः खालील मागण्या मांडण्यात आल्या होत्या.

- (१) विमाननगर व हडपसर व्यतिरिक्त इतर पर्यायी ठिकाणी पुनर्वसन करणे.
- (२) उर्वरित पात्र-अपात्र मेट्रोबाधित झोपडीधारकांना रोख मोबदला देणे
- (३) विमाननगर व हडपसर येथील पुनर्वसनाऐवजी इतरत्र भूखंड देणे.

(४) वरील मागण्यांच्या अनुषंगाने मा. विभागीय आयुक्त, पुणे विभाग, पुणे यांनी कामगार पुतळा झोपडपट्टी बचाव समितीच्या सदस्यांना सूचित केले की, समितीकडून सूचविण्यात आलेल्या वर नमूद ठिकाणच्या जागा या विविध शासकीय /निमशासकीय कार्यालयांच्या अख्यारित तसेच ताब्यातील असल्यामुळे त्यांची जागा पुनर्वसनासाठी मिळणे शक्य नाही. तसेच नव्याने जागा संपादन करून निवासी प्रकल्प बांधण्याची मागणी अयोग्य असून ती अमान्य असल्याचे स्पष्टपणे सूचित केले.

(५) प्रत्यक्ष सदनिका देऊन पुनर्वसनाऐवजी रोख मोबदला देण्याबाबतच्या कामगार पुतळा झोपडपट्टी बचाव समितीच्या मागणीवर मा. विभागीय आयुक्तांनी स्पष्ट केले की, शासन निर्णय क्र. चंमपा-२०१७/प्र.क्र.२३/नवि-२६ दि. १३ जून, २०१८ अन्वये शासकीय जमिनीवरील रहिवासी अतिक्रमणे अन्वया नियमित करण्यास पात्र असतील तर अशा अतिक्रमणदारांना महानगरपालिका क्षेत्रात २६९ चौ.फूट क्षेत्रासाठी सदनिका मोफत देण्यात यावी आणि मोफत सदनिका देण्यासाठी उपलब्ध नसल्यास, प्रचलित वार्षिक दर विवरणपत्रातील मूल्यानुसार अशा सदनिकेची किंमत रोख स्वरूपात अशा पात्र अतिक्रमणधारकास देण्यात यावी. विमाननगर व हडपसर येथे सदनिका उपलब्ध असल्याने रोख रकमेच्या पर्यायाबाबत शासनाचे कोणतेही धोरण नाही. तसेच हडपसर व विमाननगर येथील पुनर्वसनामध्ये कोणतीही अडचण असल्यास ती सोडवली जाईल.

(६) कामगार पुतळा झोपडपट्टी बचाव समितीच्या सदस्यांनी एकीकडे अशीही मागणी केली की, पुणे शहराच्या लगतच्या ग्रामीण भागात कोठेही पुनर्वसन सदनिकेच्या रकमेएवढ्या किंमतीचे म्हणजेच २१.५० लाख किंमतीचे मोकळे भूखंड पुनर्वसनाकरिता देण्यात यावेत अशी मागणी करण्यात आली. मुख्य कार्यकारी अधिकारी, झोपडपट्टी पुनर्वसन प्राधिकरण यांनी अशी कोणतीही मागणी स्विकारल्यास यापूर्वी पुनर्वसन प्रक्रिया स्विकारलेल्या व्यक्तित्वर अन्याय होईल म्हणून अशी बाब करणे अयोग्य होईल असे निदर्शनास आणले.

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(७) कामगार पुतळा झोपडपट्टी बचाव समितीच्या सदस्यांनी स.नं.२०३ विमाननगर व स.नं.१३२ हडपसर येथे पुनर्वसित झालेल्या झोपडीधारकांना विविध गैरसोयींना सामोरे जावे लागत असल्याची बाब नमूद केली. त्यावर मा. विभागीय आयुक्त, पुणे विभाग यांनी सदर अडचणी सोडविण्याकरिता मेट्रो प्रकल्पात सहभागी असणा-या सर्व यंत्रणा सकारात्मक दृष्टीने काम करीत असल्याचे समितीच्या सदस्यांच्या निदर्शनास आणून दिले व त्यांना अवाहन करण्यात आले की, उर्वरित पात्र झोपडीधारकांनी त्यांना वाटप झालेल्या सदनिकांचे करारनामे नोंदवून ताबे घेण्यास सहकार्य करावे.

(८) कामगार पुतळा, राजीव गांधी नगर व जुना तोफखाना येथील मेट्रो प्रकल्प बाधित अपात्र झोपडीधारकांपैकी एकुण १०१५ अपात्र झोपडीधारकांनी सचिव, झो.पु.प्रा. पुणे यांचेकडे अपील अर्ज दाखल केले होते. त्यापैकी फेरचौकशीकरिता पाठवलेली प्रकरणे सक्षम प्राधिकारी तथा उप-आयुक्त (परिमंडळ-२) पुणे महानगरपालिका तसेच तक्रार निवारण समिती, विधान भवन, पुणे यांचेकडे दाखल अपिले सर्व पुरावे विचारात घेऊन नियमानुसार निर्णीत करावीत अशा सूचना देण्यात आल्या.

(९) कामगार पुतळा झोपडपट्टी बचाव समितीच्या सदस्यांद्वारे शासनाच्या P.A.P. धोरणाचा अवलंब करून त्यांचे पुनर्वसन करण्याची तसेच म्हाडा (MHADA) च्या प्रकल्पामध्ये पुनर्वसन केल्यास स्विकार्ह राहिल अशी मागणी केली.

(१०) मा. विभागीय आयुक्त, पुणे विभाग, पुणे यांनी कामगार पुतळा झोपडपट्टी बचाव समितीच्या सदस्यांना त्यांचे मार्फत करण्यात आलेल्या मागण्यांच्या अनुषंगाने सूचित केले की, संबंधित मागण्या नगरविकास विभाग, महाराष्ट्र शासन यांचेकडे सादर करण्यात येतील व त्यावर धोरणात्मक निर्णय शासन स्तरावर होणे उचित राहिल असे स्पष्ट केले.

स.नं. २०३ विमाननगर व स.नं.१३२ हडपसर येथील पुनर्वसनाचा पर्याय स्विकारणे सर्व दृष्टीने योग्य असल्याचे झोपडपट्टी बचाव समितीच्या सदस्यांना स्पष्ट करण्यात येऊन उपस्थितांचे आभार मानून बैठकीची सांगता झाली.



(सौरभ राव, भा.प्र.से.)
विभागीय आयुक्त,
पुणे विभाग, पुणे

प्रति,

सर्व संबंधित अधिकारी (उपस्थितीनुसार)

Annexure-5: Livelihood Restoration Framework



Livelihood Restoration Framework for Civil Court Pune Metro Station Project Affected Households

European Investment Bank (EIB)

Ad Hoc Support: Livelihood Restoration
Framework (LRF)

6 March 2023

Project No.: 0474811

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Signature Page

06 March 2023

Livelihood Restoration Framework for Civil Court Pune Metro Station Project Affected Households

Final Report



Rutuja Tendolkar
Partner in Charge



Devanshu Bajpai
Principal Consultant

ERM India Private Limited

3rd Floor, Building.10B,
DLF Cyber City
Gurgaon, NCR – 122002
Tel: 91 124 417 0300
Fax: 91 124 417 0301

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Acronyms and Abbreviations

Name	Description
CHS	Cooperative Housing Society
CPR	Common Property Resources
DPR	Detailed Project Report
EIB	European Investment Bank
ERM	ERM India Pvt Ltd
EPC	Engineering, Procurement and Construction
FSI	Floor Space Index
GC	General Consultants
GOM	Government of Maharashtra
GR	Government Resolution
GRM	Grievance Redress Mechanism
INR	Indian National Rupee
KPI	Key Performing Indicator
LRF	Livelihood Restoration Framework
LRP	Livelihood Restoration Plan
LR	Livelihood Restoration
Maha Metro	Maharashtra Metro Rail Corporation Ltd
MoUD	Ministry of Urban Development
MUTP	Mumbai Urban Transport Project
NGO	Non-Government Organisation
OBC	Other Backward Caste
PMRP	Pune Metro Rail Project
PAF	Project Affected Family

Name	Description
PAH	Project Affected Households
PAP	Project Affected Persons
PHC	Public Health Centre
PMPML	Pune Mahanagar Parivahan Mahamandal Ltd
PMRP	Pune Metro Rail Project
PMRDA	Pune Metropolitan Development Authority
PPP	Public Private Partnership
PMC	Pune Municipal Corporation
QMR	Quarterly Monitoring Report
RAP	Rehabilitation Action Plan
RTE	Right to Education
RTFCTLARRA	The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013
RPF	Resettlement Policy Framework
R&R	Rehabilitation and Resettlement
SC	Scheduled Caste
SEP	Stakeholder Engagement Plan
SIA	Social Impact Assessment
SHG	Self Help Group
SMIP	Social Management Implementation Plan
SRA	Slum Rehabilitation Authority
SRS	Slum Rehabilitation Scheme
ST	Scheduled Tribe
STP	Sewage Treatment Plant
TOR	Terms of Reference
TRIL	Tata Realty and Infrastructure Limited
VJNT	Vimukt Jati Nomadic Tribes

1. INTRODUCTION

1.1 Preamble

The European Investment Bank (EIB¹) has invested Euro 600 million into the Pune Metro Rail Project (PMRP); which comprises of the construction of two metro lines (Lines 1 and 2) totaling up to 31.3 km, and 30 stations, as well as the purchase of a related fleet of metro cars in Pune, Maharashtra, India. As part of the project financing arrangement, the project proponent, i.e., Maharashtra Metro Rail Corporation Limited (Maha Metro) developed the following E&S safeguards documentation² in order to comply with EIB's Environmental and Social Standards:

- Environmental and Social Impact Assessment (ESIA) dated June 2019;
- Resettlement Policy Framework (RPF) dated July 2019; and
- Resettlement Action Plan (RAP), Social Impact Assessment (SIA) Study and Social Management Implementation Plan (SMIP) dated September 2019.

In February 2021, the EIB Group Complaints Mechanism (EIB-CM) received a complaint linked to potential non-conformance of EIB's E&S Standards with respect to the proposed rehabilitation of project-affected households (PAHs) that had been planned for a major interchange station, i.e. the Civil Court Metro Station. The allegations in the complaint included:

- Forced eviction (with potential human rights concerns);
- Gaps in the compensation provided with respect to certain allowances and the overall non-adherence to EIB safeguards linked to land acquisition and involuntary resettlement.

EIB thereafter commissioned a rapid gap assessment of the involuntary resettlement with respect to the approved RAP (September 2019) and Principle 6 (involuntary resettlement) of the EIB E&S Standards. One of the recommendations of the gap assessment was for Maha Metro to develop a Livelihood Restoration Plan based on a socio-economic baseline study of the PAHs. This document, i.e., the Livelihood Restoration Framework (LRF), has been developed³ as a precursor to the LRP with the following objectives:

- To address and ensure fulfillment of gaps that are connected to relocation of project affected families (PAFs) as found in the rapid assessment survey;
- To provide options to eligible PAFs to restore livelihoods and standards of living to at least pre project levels;
- To provide guidance to Maha Metro to improve living conditions of the PAFs through provisioning improved facilities at the rehabilitation sites;
- To provide guidance to Maha Metro to develop a Grievance Redress Mechanism (GRM); and
- To provide guidance to Maha Metro to establish institutional arrangement and procedures to implement, monitor the LRP;

The LRF is a companion document to the Final 'Rapid Assessment of Pune Metro' report dated February 2022 to provide guidance to Maha Metro to implement the recommendations, in particular, the LRP.

¹ [Safer, eco-friendlier and faster commuting in Pune as the EIB supports the city metro rail with EUR 600 million](#)

² The Project has also received funding from other development finance institutions, such as AFD, and therefore, the safeguards documentation intended to meet multiple lender requirements

³ This LRF has been prepared by ERM as an ad hoc advisory support to EIB

1.2 Applicable Reference Framework

The applicable reference framework for the LRF is as following:

- European Investment Bank Environment and Social Standards;
- Good Practice Handbook: Land Acquisition and Resettlement, March 2019, IFC;
- EIB approved Resettlement Policy Framework (RPF);
- EIB approved Resettlement Action Plan (RAP);

In addition, following studies and reports have also been referred to in this documents:

- ERM Report on Rapid Assessment of Involuntary Resettlement for Civil Court Metro Station dated 28 February 2022;
- Note on field visit to Pune Metro Project (Field Mission #1) undertaken from 12 to 14 May, 2022 by EIB's local country consultant for social due diligence;
- Note on filed visit to Pune Metro Project (Field Mission #2) undertaken from 28 to 30 June, 2022 by EIB's local country consultant for social due diligence;
- ERM observations from visit to relocation sites in the month of August 2022 for pilot testing of the questionnaire; and
- Report on "Household Survey for Preparation of Livelihood Restoration Plan (LRP) for Pune Metro Affected Families" prepared by CYDA (on behalf of Maha Metro), November 2022

1.3 Key Activities Undertaken

In order to develop this LRF, ERM has reviewed its observations and discussions undertaken for the development of the rapid assessment report. ERM has relied on the findings of the socio-economic survey undertaken by CYDA, commissioned by Maha Metro. ERM has also relied on its own visual observations and consultations that were undertaken with PAFs at the relocation sites at Viman Nagar and Hadapsar, specific to living conditions and livelihood impacts. ERM has reviewed the field notes as observed by EIB's local country consultant that were undertaken as a part of its social diligence process. A workshop was conducted on 23rd December 2023 with Mahametro on the Draft LRF that was submitted on 23 Nov 2022.

In addition, ERM has studied the World Bank's 'Directions in Development (Environment and Sustainable Development), the Mumbai Urban Transport Project (MUTP) in '*Urban Land Acquisition and Involuntary Resettlement – Linking Innovation and Local Benefits*' document, other MUTP rehabilitation and resettlement activities⁴, EIB's 'Land Acquisition and Livelihood Restoration Framework for Sector Mostar South-Tunnel Kvanj', Volume 7, and the '*Livelihood Restoration Plan for Sewage Treatment Plants in Bally, Baranagar, and Arupara under the Namami Gange Mission Project in West Bengal*' (ERM), for developing this document.

1.4 Limitations and Caveats

Following are the limitations and caveats in the development of the LRF:

- Basis information provided by Maha Metro, ERM understands that about 150 community members at the Viman Nagar site were protesting (in October 2022) at the District Collector's office demanding in-situ rehabilitation and direct payments. It is unclear whether the protesting community members fall under Maha Metro's liability (as agreed under the Unified R&R Policy-see Section 2.3.3). The protests may have a direct impact on the preparation of the LRP.

⁴ <https://mmrda.maharashtra.gov.in/resettlement-and-rehabilitation1>

- It has been informed that the Livelihood Baseline Study could survey only 493 PAFs, as against the 797, and now 830 PAFs that fall under Maha Metro’s liability (financially)⁵. It is reported in the letter dated 3/10/2022 by CYDA (the survey agency), that the remaining PAFs have denied access to the survey team. The framework has undertaken a high-level review of the baseline data collected by data. The selected LRP consultant will be required to undertake a detailed review and analysis of the same.
- The framework, including livelihood restoration / enhancement measures, eligibility criteria and accompanying safeguards among others, as provided are indicative in nature. The LRP consultant would need to adapt this in discussion with Maha Metro, SRA and the local communities.

1.5 Layout of the LRF

The LRF (this report) has been structure as given below in Table 1-1:

Table 1-1 Layout of the Report

Section Number	Section Name
1.	Introduction (this section)
2.	Project Background
3.	Overview of Project Affected Families
4.	Proposed Entitlement Matrix
5.	Livelihood Restoration Framework (LRF)
6.	Institutional Arrangements
7.	Livelihood Restoration Plan (LRP) Execution

⁵ Note – The number PAFs under Maha Metro’s liability were found to be 797 at the time of rapid assessment undertaken by ERM. It is understood that the number of PAFs went up to around 830 by the time the socio-economic survey was commissioned.

2. PROJECT BACKGROUND

2.1 Overview of Civil Court Metro Station

The Detailed Project Report (DPR) (dated 2014) suggested two corridors identified as north-south (Line 1) and east-west (Line 2) corridors. The total length of the project is 31.25 kilometers, which has 30 stations and 2 depots. The alignment of the north south starts from Pimpri-Chinchwad Municipal Corporation in the north, and ends at Swargate in the south. Whereas, the east-west corridor starts from Vanaz and ends at Ramwadi. The north-south corridor has a total of 14 stations, of which 9 are elevated and 5 underground. All stations in the east-west corridor are elevated. An additional metro line Line 3 is also underway under a Public Private Partnership (PPP) model between PMRDA (Pune Metropolitan Region Development Authority) and TRIL (Tata Realty and Infrastructure Limited).

The Civil Court metro is an underground station and is a part of the north-south corridor. This station is an interchange station between Line 1 and Line 2 of the Maharashtra Metro Rail Corporation Limited (Maha-Metro). The Civil Court metro is of high importance since it is the only station that links Line 1 and 2 (and Line 3 through a skywalk), thereby making it a prime location for public transport and facilitating connectivity within Pune city.

Between the time period of April to September 2021, as per information provided in the 4th RAP Progress Report (April to September 2021), the Deputy Chief Minister chaired a committee meeting comprised of the Divisional Commissioner, SRA, PMC, Maha Metro and other stakeholders, which decided that the entire Civil Court area is needed for development to make it a multimodal transport hub.

The decision to develop a multimodal hub was in adherence to the Metro Rail Policy, 2017, Paragraph D⁶. As a part of the proposed Multimodal Hub, it was decided that Maha Metro would develop road infrastructure like kerbstones, paver block and other, for the bus terminus, and the Pune Mahanagar Parivahan Mahamandal Ltd. (PMPML) will develop other infrastructure such as bus queue shelter, etc., and that the facility will be common and used by Maha Metro line 1, 2, and PMRDA line 3.

While Maha Metro's original footprint had impacted 274 PAFs, the decision to develop the multimodal hub exponentially increased the total number of PAFs to 1264. With a rise in the number of PAFs, the letter dated 1 January 2021 (also called the Unified R&R Policy in this context) decided to relocate all PAFs whose eligibility was based on the Unified R&R Policy. Therefore, all eligible PAFs were relocated to the Viman Nagar and Hadapsar sites, and were eligible for entitlements as given in the Unified R&R Policy (see Table 2-1 below). Based on a series of decisions taken by the Divisional Commissioner, Pune and agreed upon by Maha Metro, PMRDA, SRA and PMC; Maha Metro was made financially liable for 797 PAFs, which has now reached up to 830 PAFs.

Based on the findings of the rapid assessment report developed by ERM, and as agreed by Maha Metro, all 830 PAFs were concluded to be eligible for partaking in the LRP as being commissioned by Maha Metro. The 830 PAFs therefore make up the universe for the LRP.

Table 2-1 Entitlements Under the Unified R&R Policy

S. No.	Entitlements under Unified R&R Policy
1.	SRA flat to be provided as per norms i.e. 269 sq ft. or 25 sqm area to non-titleholders who can prove eligibility as per the cut-off date declared by the government.
2.	Actual transportation cost of INR 4,000 to be paid to eligible PAFs for moving to allocated relocation SRA flats.

⁶ See Metro Rail Policy, 2017 – [59a3f7f130eecMetro_Rail_Policy_2017.pdf \(mohua.gov.in\)](https://mohua.gov.in/59a3f7f130eecMetro_Rail_Policy_2017.pdf)

S. No.	Entitlements under Unified R&R Policy
3.	PAFs losing their shops as per the eligibility criteria to be provided INR 10 lakhs for units measuring greater than 100 sq.ft, and INR 5 lakhs for units less than 100 sq.ft., which included transportation cost.
4.	an amount of INR 50,000 has been allotted to each 'residential unit' (and paid to SRA) for housing maintenance

Table 2-2 provides an overview of activities in the Civil Court area:

Table 2-2 Timeline of Activities

Date	Remarks
1985	Kamgar Putla and Rajiv Gandhi Nagar area declared as slums
24 th December, 2016	Notification of land acquisition for Maharashtra Metro Rail Project
2017	Development Plan (D.P.) Road approval
5 th July, 2019	Competent Authority appointment for slum rehabilitation
18 th September, 2019	RAP published on Maha-Metro website
9 th October, 2020	Order issued by SRA to decide eligibility of PAFs for rehabilitation
14 th and 16 th October 2020	Meeting organised between Divisional Commissioner of Pune division, Maha Metro, PMC, PMRDA and SRA to discuss and conceptualise the unified R&R policy for the development area.
October 2020 to January 2021	Annexure-II survey undertaken by SRA
1 st January, 2021	Decision to rehabilitate the entire slum pocket under the unified rehabilitated policy
19 th January, 2021	List of eligible PAFs released based on survey (Annexure-II)
2 nd June, 2021	Supplementary list released, based on Annexure-II survey
28 th February, 2022	Rapid assessment report on involuntary resettlement at the Civil Court metro station
16 th July, 2022	Appointment of Consultant (CYDA) for conducting socio-economic survey for the Livelihood Baseline Study
July 2022	Development of socio-economic survey tool for Livelihood Baseline Study
2 nd August-17 th August, 2022	Orientation of CYDA representatives for understanding the socio-economic survey tool, Pilot testing of socio-economic survey tool, Finalization of survey tool
23 rd August, 2022	Commencement of socio-economic survey
19 th October, 2022	Closure of data collection
November 2022	Submission of the report on socio-economic survey – “Household Survey for Preparation of Livelihood Restoration Plan (LRP) for Pune Metro Project Affected Families” Submission of draft Livelihood Restoration Framework
February 2023	Submission of final Restoration Framework (this report)

Source – Maha Metro and ERM review

2.2 Current Status

With the implementation of the Unified R&R Policy, all eligible PAFs that fall under Maha Metro's liability were proposed to be relocated at the Viman Nagar and Hadapsar SRA sites. While it was decided that a livelihood baseline study would be undertaken for the purpose of developing the LRP, the survey undertaken could reportedly only complete a total of 493 households, while the remaining 337 PAFs have refused to participate in the survey.

This LRF has been developed in tune with the findings of the socio-economic survey findings. It is expected that the LRP consultant develop the restoration plan based on this framework. However, since 337 PAFs have refused to participate in the survey, the LRP shall be prepared based on the information of the PAFs who have participated in the socio-economic survey. It has been agreed by Maha Metro and EIB that PAFs who refused to participate in the survey will still be eligible to participate in the LRP, subject to providing information as needed in the survey tool. Therefore, the applicability of the LRP shall also be forward looking and provide ample scope for the currently unwilling PAFs, should these agree to participate in future.

Note: Should Maha Metro consider extending the household survey through collaboration between the LRP consultant and CYDA, the PAFs will need to be informed of the same along with an indicative timeline during which they can participate.

2.3 Land Acquisition Process

This section provides an overview of the land acquisition and involuntary resettlement process for the Civil Court metro station.

2.3.1 Applicable Rehabilitation and Resettlement Policies

The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RTFCTLARRA) is applicable to the Pune Metro project and has provided the framework for compensation and rehabilitation assistance to the Project Affected Persons (PAPs).

Maha Metro developed a Resettlement Policy (RPF) and a Resettlement Action Plan (RAP) for Line 1 and 2, which was approved by EIB in 2019. The RAP was made applicable to all land acquisition and R&R to be undertaken for Line 1 and 2, including the Civil Court Metro Station. The main provisions of the RAP matrix have been given below in Table 2-3.

Table 2-3 Entitlements Under RAP⁷

Category of Impact	Eligibility of Entitlement	Maha Metro Adopted Policy / Entitlement
Loss of Land	Titleholder	Market value/as per section 26, The right to Fair Compensation and Transparency in Land Acquisition Act 2013 OR Private Land Acquisition Government Resolution (GR) issued by State Government.
Loss of other immovable assets (value of assets attached to land or building)	Titleholder	Will be determined on the basis of valuation by authorized expert based on a replacement value
Solatium for loss of Land, Structure and other immovable assets	Titleholder	100% of arrived value of land and building.
Loss of other immovable assets (value of assets attached to land or building)	Squatters	One-time financial assistance based on valuation of the property subject to a minimum of INR 25,000

Source – Maha Metro RAP document

2.3.2 Rehabilitation and Resettlement of Civil Court Development Area

ERM's rapid assessment report dated February 2022 found that Kamgar Putla and Rajiv Gandhi Nagar settlements were notified as slums by the Slum Rehabilitation Authority (SRA), Government of Maharashtra in the year 1985. It was thus understood that the rehabilitation and resettlement of the

⁷ RAP document dated 18th September 2019, available at <https://www.eib.org/attachments/registers/129230736.pdf>

PAFs falls under the jurisdiction of the SRA. At the same time, portion of Kamgar Putla and Rajiv Gandhi Nagar also fell under EIB funder Civil court station and IIne 1 and Line 2 alignment. Later on, the entire area of Kamgar Pulta and Rajiv Gandhi Nagar settlements falls under the Civil Court development multi-modal hub development area, wherein, multiple stakeholders (PMDRA, PMC, Maha-Metro and SRA) are involved. Given the complexity of the issue and the multiplicity of stakeholders, the Divisional Commissioner on behalf of the Government of Maharashtra, and under the guidance of the Deputy Chief Minister (also the Guardian Minister of Pune city) decided to rehabilitate the entire slum pocket which form Kamgar Nagar and Rajiv Gandhi Nagar together. The Deputy Commissioner of Pune Municipal Corporation (PMC-Zone 2) was appointed as the 'competent authority' for rehabilitation and resettlement processes vide letters 5th July, 2019 and 1st October, 2020, to carry on the survey to determine the eligibility of PAFs residing in the said areas.

2.3.3 Unified Rehabilitation and Resettlement (R&R) Policy

At the outset, ERM findings under the rapid assessment report dated February 2022 clarified that the Unified R&R Policy is not a law or a regulation, but it is instead a series of decisions taken by the Divisional Commissioner's office and agreed upon by the all agencies involved in rehabilitation of slum dwellers in the Civil Court area. Because of which, the letter dated 1 January 2021 was considered as the 'guiding document' of rehabilitation and resettlement of PAFs in the relocation sites.

In ERM's assessment, the SRA emerged as one of the primary agencies involved in guiding the rehabilitation and resettlement of the PAFs. Decisions taken by the SRA had a direct bearing on the EIB funded Maha-Metro project. Further, SRA conducted the survey to determine the eligibility criteria of PAFs. It was also responsible for providing alternate housing and reviewing appeals of aggrieved PAFs from the Kamgar Putla and Rajiv Gandhi Nagar sites for eligibility consideration.

Importantly, the Unified R&R Policy has drawn heavily from the SRA policy⁸. Lastly, the competent authority has also been appointed by the SRA.

2.3.4 Cut-off Date

As per the RAP, the cut-off date is the date of first notification, (24 December 2016) for land acquisition for the metro project under applicable act or government order in cases of land acquisition affecting legal titleholders. For non-titleholders, cut-off date would be the date of Census Survey.

A census survey of 234 PAFs⁹ was attempted in July 2017 by Maha Metro. However, due to public opposition, only 144 of the 234 families could be surveyed. The survey was completed in July 2017 (exact date not known).

However, when the unified R&R Policy was passed as the applicable R&R scheme for the entire development area, SRA was appointed as the agency to undertake surveys and determine the total number of eligible PAFs. As per law, whenever SRA is involved for slum rehabilitation purposes in Maharashtra, a universal cut-off date of 1 January 2000 is deemed applicable. All slum dwellers who are able to provide residential proofs of having lived in the to-be-rehabilitated slum on or before 1 January 2000 are eligible for an SRA relocation flat. This occurs when a private real estate developer intends to redevelop the slum area [and in turn received benefits such as Floor Space Index (FSI) to develop a private saleable residential or commercial project, or Transferrable Development Rights (TDR)]. The government can also proceed to resettle the slum for public purposes the cut-off date.

However, the Unified R&R policy made changes to the typical SRA cut-off date and announced that for all slum rehabilitation purposes for this project, cut-off date of 24th December, 2016 is applicable

⁸ The GOM can establish a Slum Rehabilitation Authority or Authorities to serve as a planning authority as per the Maharashtra Slum Areas (Improvement, Clearance and Redevelopment) Act, 1971'. Based on set parameters, the SRA publishes the provisional SRS for the notified area for the general public

⁹ In 2017, the number of PAFs to be impacted by metro line 1 and 2 were estimated as 234. This has subsequently changed to 274 as per the Annexure –II survey of SRA

(i.e. the Pune Metro Public Notification date). This was reportedly done to ensure that more people are eligible for rehabilitation as against the 1st January 2000 date.

The SRA (Annexure-II) survey was published on 19 January 2021. Further, a supplementary Annexure-II was published on 2 June 2021. In order to be considered as eligible, the PAFs have to share at least three documents for verification, such as Aadhar card, ration card, water / electricity bills and other relevant documents as proof of bonafide living prior to December 2016.

2.3.5 Summary of Entitlements Under RAP and Unified R&R Policy

Table 2-4 below, provides a summary of entitlements under RAP, as against the Unified R&R Policy which was ultimately been found to be applicable to the PAFs from the Civil Court area.

Table 2-4 Comparison of Maha Metro RAP Entitlement Matrix (Rehabilitation Aspects) and Unified R&R Policy

RAP Requirements / Category of Impact	Eligibility	Maha Metro RAP Entitlements	Entitlements under Unified R&R Policy
Provision of housing units in case of displacement	Displaced family whose residential structure is lost due to acquisition	<ul style="list-style-type: none"> For non-titleholders- a residential flat as per SRA norms to be provided 	<ul style="list-style-type: none"> SRA flat to be provided as per norms i.e. 269 sq ft. or 25 sqm area to non-titleholders who can prove eligibility as per the cut-off date declared by the government.
Subsistence grant for displaced family	Displaced family	<ul style="list-style-type: none"> One-time payment of INR 36,000 shall be paid to each displaced family. Any displaced family belonging to the Scheduled Caste or the Scheduled Tribe category, or a vulnerable group shall receive an amount equivalent to fifty thousand rupees (INR 50,000). This amount is an additional to subsistence grant. Additionally, vulnerable groups who are impacted will be provided facilities of Skill Improvement Training 	<ul style="list-style-type: none"> Not included in the Unified R&R Policy
Transportation cost	Displaced family	<ul style="list-style-type: none"> One-time financial assistance of INR 50,000 for shifting family, building material, belongings and cattle shall be given to each displaced family 	<ul style="list-style-type: none"> Actual transportation cost of INR 4,000 to be paid to eligible PAFs for moving to allocated relocation SRA flats.
Cattle shed / petty shops cost	Affected family	<ul style="list-style-type: none"> Each affected family that has a cattle shed or a petty shop on the acquired land shall get one-time financial assistance based on valuation of the structure, subject to a minimum of INR 25,000 for reconstruction of cattle shed, or petty shop as the case may be 	<ul style="list-style-type: none"> PAFs losing their shops as per the eligibility criteria to be provided INR 10 lakhs for units measuring greater than 100 sq.ft, and INR 5 lakhs for units less than 100 sq.ft., which included transportation cost.
One-time grant to artisan, small traders and certain others	Affected family	<ul style="list-style-type: none"> Each affected family of an artisan, small trader or self-employed person or a displaced family, which owned non-agricultural land, or commercial, industrial or 	

RAP Requirements / Category of Impact	Eligibility	Maha Metro RAP Entitlements	Entitlements under Unified R&R Policy
		institutional structure in the affected area, shall get one-time financial assistance based on valuation, subject to minimum of INR 50,000	
One-time resettlement allowance	Affected family	<ul style="list-style-type: none"> Each affected family will be given a one-time resettlement allowance of INR 50,000 	<ul style="list-style-type: none"> Not included. Instead, an amount of INR 50,000 has been allotted to each 'residential unit' (and paid to SRA) for housing maintenance¹⁰
Loss of community structures	Community	<ul style="list-style-type: none"> 100% replacement cost of a similar structure 	<ul style="list-style-type: none"> To be undertaken as per SRA norms
Employment allowances	Affected family	<ul style="list-style-type: none"> INR 5 lakh to each affected family to that has an eligible candidate for employment 	<ul style="list-style-type: none"> Not included
Stamp Duty and registration charges	Will be borne by Maha-Metro	<ul style="list-style-type: none"> Transaction cost to be paid or waived off. 	<ul style="list-style-type: none"> For each allocated flat, a sum of INR 21,000 towards registration fee (1%), and a sum of INR 1,26,000 towards stamp duty (6%) were waived off

¹⁰ The one-time resettlement allowance of INR 50,000 was not paid to the PAFs, instead an equal amount has been transferred for each 'residential unit' into a corpus of SRA, towards maintenance costs once the rehabilitation sites get registered as housing societies

3. OVERVIEW OF BASELINE STUDY, PROFILE OF PROJECT AFFECTED HOUSEHOLDS, AND IMPACTS

This section provides an overview of profile of PAHs as per the survey conducted, and the impacts identified. These impacts help in preparation of the revised entitlement matrix which has been presented in Section 4 (see Table 4-2).

Maha Metro agreed to commission a Livelihood Baseline Study to determine a livelihood assistance programme. Maha Metro agreed to extend this programme not only to the PAFs under its original footprint as given in the RAP, but also for PAFs for whom it was financially responsible (830), affected by the multimodal transport hub. It was recommended that the Livelihood Baseline Study endeavors to:

- Collect relevant socio economic data, and establish a baseline; and
- Develop livelihood restoration measures commensurate to impacts, with focus on vulnerable groups;

3.1 Livelihood Baseline Study

Under EIB's mandate to restore the livelihoods of PAFs under its footprint, and the findings of the rapid assessment report, Maha Metro commissioned a socio-economic survey to develop a baseline condition of the PAFs with respect to their past and present living standards, livelihood resources, living standards, social networks and access to services and specific impacts of location. The development of the LRP shall be undertaken taking into consideration the findings of the baseline study and this framework (LRF) document.

3.1.1 Development of Survey Tool for Baseline Study

The development of an all-encompassing survey tool was deemed vital for the success of an LRP. In the current context, since the process of relocation has taken place in an urban setting, attempts were made to develop a tool that was tailor made and contextualised to livelihood profiles that were mostly prevalent in urban areas. The tool aided in capturing the income and expenditure patterns that are most relevant. Additionally, Maha Metro hired a local social development expert organization (CYDA), that had appropriate expertise and experience in the local set up.

Accordingly, ERM developed a survey tool that covered the following aspects:

- **Survey objective** – The tool covered a brief description of the objective of the survey for the PAPs to have a clear understanding of the purpose of the exercise. This was done to capture the most accurate information of the PAPs, as much as possible.
- **Unique household identification** – Maha Metro along with CYDA developed a unique code system for the identification of each affected household. The unique household ID was developed in tandem with the already existing household data that was available with the SRA and the Maha Metro General Consultations (GC) who have long been involved in the relocation process of the PAFs. The unique identification shall be used until Maha Metro and LR consultant exit the LRP programme.
- **Vulnerability:** In case of the Civil Court area and the relocation sites at Viman Nagar and Hadapsar area, which are located in Pune city, the presence of marginalized communities such as the Dalit (constitutionally recognized as the Scheduled Castes) community among the PAFs has been well identified. Additionally, the survey tool included components, which captured gender (including third gender), religion, physical disabilities and any other vulnerabilities.
- The survey tool further included the following:
 - Household information linked to the relocation process;

- Household details linked to number of family members, sex, religion, etc.;
 - Household demography and profile;
 - Household income (sources) and expenditure;
 - Household debt and sources of credit;
 - Monthly average household expenditure;
 - Location of the workplace (including distances);
 - Impacts of relocation;
 - Aspects of stakeholder engagement and grievance;
 - Perception of the PAFs; and
 - Preferred modes of assistance.
- The survey tool also included a section for general comments that the respondents would want to share, that are relevant for the development of the LRP
 - Finally, the survey tool was translated in the local language (Marathi) which helped in better communication with the PAFs and provided increased accuracy in data collection.

3.1.2 Identification of Third Party Agency for Undertaking the Livelihood Baseline Study

It was noted that since PAFs were at the receiving end of multiple pertinent issues which included issues linked to social infrastructure, such as inadequate sanitation facilities, water supply, water borne diseases, and similar, it was agreed that a local partner agency would play a crucial role in such situations owing to their local capacities and knowledge. Therefore, Maha Metro identified a local NGO (CYDA), which is known for its local networks in Pune area, for undertaking the livelihood baseline study.

3.1.3 Orientation of Third Party Agency

3.1.3.1 Orientation Programme and Pilot Testing the Tool

Upon development of the survey tool and identification of the partner agency, an orientation programme and pilot testing of the survey tool was undertaken. This exercise was undertaken to introduce and inform the investigators about the tool and the information that was needed to be collected from the PAFs. Based on the pilot, the tool was further revised based on the gaps and discrepancies that were identified.

3.1.3.2 Data Collection

The aim of the data collection exercise was to mandatorily collect information from all PAFs (830) that fall under the liability of Maha Metro. Exceptions were made in cases where the PAFs do not provide consent to participate in the data collection exercise, or the LRP as a whole. Additionally, exceptions were also made in cases where the PAFs could not be traced, and in cases where the PAFs have not accepted the entitlements as given in the Unified R&R Policy (and therefore have not taken possession of the flats as provided by the SRA). Table 3-1 below summarises the same:

Table 3-1 Summary of Survey

Rehabilitation Site	Building	Total Flats	No. of Households Covered	Households Not Available / Did Not Participate / Closed Flats	No. of Rented Flats
Hadapsar	C	228	154	69	5
	D	171	134	35	2
Viman Nagar	A	49	23	19	7
	C	125	58	56	11
	D	121	64	48	9
	E	136	60	68	8
Total		830	493	295	42

3.1.4 Source – Report on “Household Survey for Preparation of Livelihood Restoration Plan (LRP) for Pune Metro Project Affected Families”, November 2022 Baseline Study

For the purpose of the livelihood baseline study, Maha Metro and CYDA considered a ‘household’ as the unit of study. However, even though a household was considered as a unit of study, the study has accounted for all individuals whose livelihoods have been impacted.

Some of the key findings from the socio-economic survey are given below:

- **Type of families** – Nuclear families account for 46% of households, while joint families account for 52.5%. Women headed nuclear families account for 1.5%;
- **Age composition of respondents** – 19.1 % respondents belonged to the age group of 18 to 25 years, 24.3% from 26 to 35 years, 26.4% from 36 to 45 years, 12.8% from 46 to 55 years, 9.9% from 56 to 65 years, 4.9% from 66 to 75 years and 2.6% were over 75 years. Around 70% respondents were between the age group of 18 to 45 years.
- **Religion** – 81.1% of households are Hindus, 13.4% are Muslim, 5.1% are Buddhist and 0.4% belong to other religions;
- **Social category** – 20.5% of households are General category, 64.7% are Scheduled Castes (SCs) households, 2.8% are Scheduled Tribe households (ST), 9.7% belong to the Other Backward Castes (OBCs), 1.4% households are Vimukta Jati Nomadic Tribes (VJNT), and Other category are 0.9%;
- **Mother tongue** – Majority of surveyed families speak Marathi, followed by families that speak Hindi. Majority of surveyed families are from Maharashtra;
- **Ration card** – Around half of surveyed households own saffron ration card holders (above poverty line), i.e. 238 (48.3%) households, followed by 235 (47.7%) yellow card holders (below poverty line), 9 (1.8%) households own white ration cards (higher income group), and 11 (2.2%) households do not ration cards;

- **Literacy** – 18.2% of the household members are illiterate, 78.3% are literate and 3.5% can read and write;
- **Skills (women)** – Majority of the women are involved in informal and unskilled activities, which include domestic work (88) and scrap workers (107). Women members who are homemakers are also high (112);
- **Unemployment** – After displacement, the unemployment increased by 5.7%, which may be due to reduction in involvement in work activities such as cooks, domestic workers, petty trade, private jobs, scrap workers, street hawkers, trade / businesses, wage labour, waste collection activities, etc.
- **Livelihood activities** – At both sites, majority PAF members are involved in auto-rickshaw businesses and scrap works;
- **Distance to workplace** – The average workplace distance was 2.9 kms before displacement. This has increased to 10.65 kms after displacement. Transport costs have increased significantly post displacement;
- **Access to health facilities** – Preference of access to health facilities has shifted from government to private health facilities;
- **Child education** – Enrolment of children from the PAFs in government educational institutions has reduced by 28.2% post displacement. While enrolment of children in private educational institutes increased by 26.7%;
- **Adaptive issues** – 76.4% surveyed households from Hadapsar site opined that it is difficult for them to adjust in new locality. 52.7% households at the Viman Nagar site said the same; and
- **Interest in skill development programmes** – 47.3% female members are interested in skill development programmes, while 52.7% males are interested in skill development programmes.

3.2 Summary Profile of PAHs

All project-affected families resided at the Kamgar Putla and Rajiv Gandhi Nagar slums since decades, and even prior to the settlements being declared as slums in 1985. The PAFs therefore used to make up an integral part of the local culture of the Civil Court area in Pune city. With respect to the social composition of the PAFs, it is observed that these are a mix of communities with their domiciles mostly being Maharashtra. With respect to social categories, the socio-economic survey conducted by CYDA found that majority of the PAFs belong to the SC category (64.7%), followed by general category households (20.5%). Other communities belong to OBC categories (9.7%) and VJNT (1.4%).

Of the total PAFs surveyed, nuclear families account for 46% of households, while joint families account for 52.5%. Women headed nuclear families account for 1.5%. With respect to religion, 81.1% of households are Hindus, 13.4% are Muslim, 5.1% are Buddhist and 0.4% belong to other religions. About half of surveyed households own saffron ration card holders (above poverty line) (48.3%), followed by 47.7% yellow card holders (below poverty line). 1.8% households own white ration cards (higher income group), and 2.2% households do not ration cards. 18.2% of the household members are illiterate, 78.3% are literate and 3.5% can read and write.

3.3 Impacts on Livelihoods

Occupationally, the PAPs are mostly engaged in localized jobs, which are private in nature. It is evaluated that number of PAPs engaged across all occupations have gone down, with some exceptions, post displacement. For instance, PAPs engaged in domestic work activities have gone down from 16.2% to 14.7%. Persons engaged in trade / business has dropped from 3.1% to 2.2%. Private jobs holders have fallen to 13% from 13.6%. Petty traders have dropped from 3.3 to 2.2%, and wage labourers (unskilled) have dropped from 3.3 to 1.9%. Skilled labourers have gone down to

5.4% from 6.9% post displacement to the relocation sites. Although changes in individual jobs may seem insignificant, unemployment among PAPs has gone up from 10.2% to 15.9% from pre to post displacement. On the other hand, the few exceptions where number of PAPs involved in a livelihood activity has gone up is engagement in auto-rickshaw and taxi driving / ownership, which has increased from 4.7% to 5.2 for drivers (on rent), and 2.8 to 3.4% (owners).

With respect to impacts on businesses, over a quarter of the total households (29%) reported that they had to stop their old businesses upon relocation to the new sites. On the other hand, a majority (62%) have been able to continue with their old businesses, while 3% could expand the sizes of their old businesses.

3.4 Distances to Workplace

Based on the livelihood impacts as given above in Section 4.1, it may be noted that impacts have largely been observed in jobs that require travelling longer distances, potentially to the Civil Court area. This is backed by the significant rise in the change in the distance to workplaces of PAPs, which was on an average about 2.90 kms before displacement. The distances have gone up to an average of 10.65 kms post displacement. It can be assessed that jobs that need driving of autos and taxis need not travel long distances and therefore, relocation has not affected these PAPs largely. However, PAPs involved in most other livelihood activities have been impacted negatively in one way or the other.

3.5 Infrastructure

Upon relocation to the SRA sites at Viman Nagar and Hadapsar, while most of the PAFs have accepted the provisions provided under the Unified R&R Policy, most PAFs have grievances linked to the infrastructural facilities at the relocations sites.

A critical concern voiced by PAFs in the consultations held by the ERM team were the issues of poor water quality and consistency in household level water supply. During consultations, many persons shared that they were reportedly dealing with health conditions linked to skin rashes because of the consumption of water that has been provided by the SRA. It was found at the time of the rapid assessment that over 40 persons were reportedly unwell at the Viman Nagar site as a result of very bad quality water. With respect to supply of water, a water tanker was being used at the Hadapsar site, whereas Viman Nagar has piped connection. In both places, water runs (on taps) only twice for 15-20 minutes each during the day. Because of this, PAFs are resorting to storing water in drums and buckets, thereby exposing them to water-borne diseases such as malaria, dengue and other.

Maintenance of the SRA sites was an evident issue. At both sites, the buildings are approximately 15 storey high, and at least one elevator in each building was non-functional. The other elevators, as observed worked intermittently. This had a direct bearing on older PAFs, and women, since burden of collecting water, buying groceries, etc., falls on the latter.

While maintenance of SRA units is currently being undertaken by SRA, it is proposed that SRA will be undertaking the same until the PAFs form their own cooperative housing societies. As agreed, INR 50,000 per family to the housing society has been transferred into a corpus, which is being used for maintenance purposes. However, currently, no housing societies have been formed and per the findings of the socio-economic, PAFs have been spending 138.4% more in maintenance (post relocation) and repair works of the flats provided by the SRA. The process of forming associations is reportedly underway. While the discussion of developing housing societies is ongoing between the PAFs and Maha Metro, it is understood that the members prefer forming an 'association' per building. Additionally, challenges are being faced in the maintenance of a Sewage Treatment Plant (STP) due to its high costs. In the absence of a housing society, it is currently unclear as to who will borne the costs of electricity bills of the common areas in the buildings since it is understood that SRA has not done the same.

3.6 Impacts on Household Expenditure

Although not much of a difference has been recorded in the changes in income of the PAF groups, impact on income is observed to be indirect and exponential by way of rise in monthly household expenditure. Data suggests 213% rise in the electricity / water bills at the relocation sites. Moreover, the percentage change in transport expenses is as high as 176.4%, and expenses on health have gone up by 61% as compared to before. Overall, the percentage change in monthly expenditure of PAFs has gone up by 55.5% percentage.

3.7 Impacts of Relocation and Adaptive Issues

The relocation sites in Viman Nagar and Hadapsar are each located at about a distance of 10 kilometers from the Civil Court metro site. Consultations with PAFs at the relocation sites reveal direct and indirect patterns of impacts on the livelihoods of community members (see Section 4.1 for direct impacts on livelihoods). With regards to indirect impacts, PAFs have complained about the rise in the cost of living for reasons such as travelling longer distances to work. For example, auto-rickshaw fares have gone up to approximately INR 40 to 50, as against INR 10 to 20 previously for travelling to work places. Other adaptive issues linked to transport have been provided in Section 4.2.

Issues associated with adapting to the new locality were one of the major causes of concerns for some of the PAFs. The communities reported that they have limited information of nearby medical facilities, especially public health centres (PHCs) or government hospitals, where they did not have to pay for treatment at these facilities. It is reported in the survey that access to government health facilities is reduced by 28.4% after relocation. Access to private health care facilities has increased by 193.7%, which is indicative of higher expenses on health as compared to earlier. Similarly, the PAFs did not seem to have concrete information on nearby (government) schools, which is indicated in the survey results, enrolment of PAF children post relocation at government schools has reduced by 28.2%. Whereas enrolment in private educational institutions has gone up by 26.7%, again indicative of the increased expenses on education.

Cases of fights breaking out with people who have been living around the rehabilitated sites (especially among the youth) had been reported earlier. Overall, majority households from Hadapsar (76.4%) and Viman Nagar (52.7%) complained that about difficulties in adjusting to the relocation sites.

3.8 Impacts on Vulnerable Groups

Poor infrastructural maintenance, especially poor water supply and intermittent functioning of the elevators have been observed to have a direct impact on the women and older PAPs at the relocation sites. The burden of collecting water from common taps and undertaking other domestic rests mostly on women, who have to utilize building amenities more than other members. Similarly, poor infrastructure has also impacted the mobility of older community members. While the majority 64.7% belong to the SC community, no pertinent impacts on these have been recorded or observed in the socio-economic analysis. As such, issues faced by SC communities may be looked at from a broader spectrum, where they form a major part of the PAP universe that were former residents of some of the largest slums in Pune city, owing to their social and historical exclusion and marginalisation. Impacts on SCs are nuanced and multilayered. These are visible in cultural set ups, such as marriages, festivities, social events and similar, and their participation, or lack of thereof, in private and public spheres of life due to limited opportunities.

4. PROPOSED ENTITLEMENT MATRIX

4.1 Summary of Ex-Situ Rehabilitation Impacts

The following figure provides a summary of impacts presented in Section 3.

Figure 4.1 Summary of Impacts

Livelihood	Income and Expenditure	Distance from Workplace	Adaptation to relocation
<ul style="list-style-type: none"> Engagement in all livelihoods except auto and taxi driving has gone down. Unemployment has gone up from 10.2% to 15.9% 29% reported that they had to stop their old businesses upon relocation Majority (62%) have been able to continue with their old businesses, while 3% could expand the sizes of their old businesses. 6% opened new businesses 	<ul style="list-style-type: none"> While income levels have reduced, but exponential increase in expenditure has been reported 213% rise in the electricity / water bills at the relocation sites. Moreover, the percentage change in transport expenses is as high as 176.4%, and expenses on health have gone up by 61% as compared to before. Overall, the percentage change in monthly expenditure of PAFs has gone up by 55.5% percentage 	<ul style="list-style-type: none"> Impacts have largely been observed in jobs that require travelling longer distances, potentially to the Civil Court area. This is backed by the significant rise in the change in the distance to workplaces, from 2.90 kms before displacement. up to an average of 10.65 kms post displacement 	<ul style="list-style-type: none"> PAFs have grievances linked to the infrastructural facilities at the relocation sites Poor water quality and consistency in household level water supply Malfunctioning elevators Sewage treatment Overall issues linked to housing society formation and responsibility for maintenance Increase in cost of living, lack of awareness of nearby facilities, differential impacts on vulnerable groups

4.2 Proposed Entitlements for EIB and Maha Metro's consideration

Even though the eligible PAFs have received tenements in the SRA units based on the entitlements as given in the Unified R&R policy, they have not received any allowances linked to livelihood loss or transitional livelihood support. Although skill development has been proposed under the policy, there is no guarantee of employment, which is dependent on successful completion of the skill development training, and availability of relevant employment opportunities. Therefore, based on the involuntary resettlement impacts, **Error! Reference source not found.** provides a forward-looking entitlement matrix for persons identified as entitled for livelihood restoration programmes.

The entitlement matrix also provides the eligibility criteria for different entitlements identified. The entitlements and eligibility criteria inform the development of the framework for livelihood restoration programmes, which has been prepared in Section 5.

Table 4-1 Updated Entitlement Matrix

Type of Loss / Impact Category	Entitlements as per the Unified R&R Policy	Entitlements under RAP	Gaps	Proposed Entitlements	Eligibility
Entitlements under RAP and Unified R&R Policy					
Loss of tenement	Residential unit of 25 sq.mt., at a cost of INR 21 lakhs per unit	An SRA flat of 25-sq.mt size to be provided.	No gaps in the entitlement, however, there are several issues with the quality of the flats as well as the buildings itself, which need to be resolved by SRA and Maha Metro.	None for the specific entitlement	Not applicable
Allowances to consider for vulnerability and expense related impacts alongside loss of tenement	A sum of INR 50,000 for each family / unit to SRA towards maintenance charges and formation of a co-operative housing society at the resettlement sites	<ul style="list-style-type: none"> ■ One-time payment of INR 50,000 shall be paid to each displaced family. ■ Any displaced family belonging to the Scheduled Caste or the Scheduled Tribe category, or a vulnerable group shall receive an amount equivalent to fifty thousand rupees (INR 50,000). This amount is an additional to subsistence grant. Additionally, vulnerable groups who are impacted will be provided facilities of Skill Improvement Training 	<ul style="list-style-type: none"> ■ The PAFs have not directly received a one-time resettlement allowance, instead the money has been paid to the SRA for maintenance and formation of a co-operative housing society at the resettlement sites ■ PAFs belonging Scheduled Castes or Scheduled Tribe communities, or vulnerable groups haven't been identified in the SRA (Annexure-II) survey 	<ul style="list-style-type: none"> ■ Facilitate the formation of cooperative housing society (CHS) ■ Mediate in finalization of office bearers for the CHS ■ Provide training to CHS office bearers regarding functions, applicable rules / regulations / guidelines, etc. of CHS ■ Provide guidance in sensitizing the need for representation of SC/ST and other vulnerable groups in the CHS ■ Facilitate in opening bank accounts for the CHS for administrative and maintenance activities <p>Note: EIB and Maha Metro may consider the one-time payment to specific households that will not be willing to avail of LRP participation in view of disabilities, old age etc.</p>	<ul style="list-style-type: none"> ■ Adult PAF universe ■ CHS office bearer PAFs ■ Vulnerable PAF groups (including women) ■ SC/ST PAFs
Loss of access to erstwhile job/employment location	Actual expenses amounting to INR 4,000 to each family / unit	Transportation – physical assistance or a maximum of INR 50,000 per affected family / unit based on the following criteria of relocation site: <ul style="list-style-type: none"> ■ 1km-5km – INR 10,000 ■ 5km-10km – INR 20,000 ■ 10km-15km – INR 30,000 ■ 15km and above – INR 50,000 	As per the RPF, the entitlement is either physical assistance OR a maximum of INR 50,000 as per the criteria listed in the RPF. Maha Metro states that the actual transportation cost was understood to be INR 4,000, which was paid to the eligible PAFs. The distance of both resettlement (Hadapsar and Viman Nagar) ¹¹	None	Not applicable
Loss of commercial structure	INR 10 lakhs for units measuring greater than 100 sq.ft, and INR 5 lakhs for units less than 100 sq.ft., which included transportation cost	Each affected family of an artisan, small trader or self-employed person or a displaced family, which owned non-agricultural land, or commercial, industrial or institutional structure in the affected area, shall get one-time financial assistance based on valuation, subject to minimum of INR 50,000	All PAFs at the Civil Court site were considered as squatters, and only eligible persons as per the SRA cut-off are entitled to receive benefits under the Unified Rehabilitation Policy	<ul style="list-style-type: none"> ■ Linkages to funds or finances such as low interest bank loans, or interest free loans ■ Provision of spaces, preferential shop allotment (based on criteria) in metro and the government funded infrastructure projects 	PAFs who have been allocated commercial structures / shops Or PAFs who used to live in affected slums but had shops outside (to be identified from survey conducted)
Loss of community structures	No provisions mentioned	(Loss of community structures) 100% replacement cost of a similar structure	The resettlement sites did not have some community structures such as Samaj Mandir, temples or community centres. Due to larger residential space in new flats, requirements of public toilets not	Creation of community spaces within the housing complex for recreational activities, meeting room or society office and basic amenities for sports	All PAFs

¹¹ Both relocation sites are at a distance of approximately 10 kilometres each from the Civil Court site

Type of Loss / Impact Category	Entitlements as per the Unified R&R Policy	Entitlements under RAP	Gaps	Proposed Entitlements	Eligibility
			applicable, as the flats have toilets inside. However, issues such as management of waste are poor, supply of water and electricity and general maintenance is poor		
Livelihood impacts	One adult member to be provided skill upgradation training based on their educational background. Depending on their credibility, post training, they will be considered for employability as per government norms	INR 5 lakh to each affected family to that has an eligible candidate for employment	Skill development has been proposed, however, there is no guarantee of employment, which is dependent on eligibility, successful completion of the skill development training, and availability of relevant employment opportunities	<ul style="list-style-type: none"> Providing skill develop / training for increased opportunities of employment or income earning activities On an immediate basis, Maha Metro to develop a Local Employment and Procurement plan, wherein PAFs from Civil Court metro station site should be given preference in job opportunities. in Pune Metro under unskilled, semi-skilled or skilled workforce or small contracting and procurement opportunities. 	<ul style="list-style-type: none"> Maximum of two adult members from each household Maximum of three adult members from SC/ST/VJNT/other vulnerable households At least one woman from each PAF
Others	For each allocated flat, a sum of INR 21,000 towards registration fee (1%), and a sum of INR 1,26,000 towards stamp duty (6%) were waived off	Stamp Duty and registration charges	No gap observed for eligible PAFs	None	Not applicable
Additional LR Measures based on findings of the Livelihood Baseline Survey (2022)					
Impacts on transport / travel distances	-	-	-	<ul style="list-style-type: none"> Providing increased bus services / public transport facilities for easy access to work places, businesses, schools, colleges, health centres, etc. Providing free or subsidized bus passes for easy access to work places, businesses, schools, colleges, health centres, etc. 	All adult PAFs and children
Impacts on education	-	-	-	<ul style="list-style-type: none"> Explore and facilitate admission process in government or private schools for children under the Right to Education Act, 2009 Scholarships to students belonging to the SC / ST households for higher education (graduation, post-graduation, masters, MPhil and PHD) can be explored. The scholarship modalities and eligibility criteria shall be developed by the LRP consultant 	<ul style="list-style-type: none"> All PAF children between the ages of 6 to 14 years SC/ST students enrolled in higher education At least one female student enrolled in higher education
Impacts on access to health services	-	-	-	<ul style="list-style-type: none"> Periodically set up health camps in the SRA colonies for at least 3 years OR Partner with the local public health department to set up a health care centre in the SRA vicinity 	All PAFs

Type of Loss / Impact Category	Entitlements as per the Unified R&R Policy	Entitlements under RAP	Gaps	Proposed Entitlements	Eligibility
Impacts on employment	-	-	-	<ul style="list-style-type: none"> ■ Provide skill development and / or vocational training with the aim to improve income capacities and livelihoods ■ Provide job opportunities in Pune Metro (ticket vendors, housekeeping, maintenance works and similar) ■ Provide training on financial literacy / savings ■ Arrange for kiosks to sell homemade food (lunch/snacks). Stalls to be entirely run and operated by women from the PAFs (<i>Bhaji-Poli Kendra</i>)¹². 	<ul style="list-style-type: none"> ■ All PAFs whose livelihoods have been impacted due to relocation ■ Adult PAFs who lost their jobs due to relocation may be considered for job opportunities ■ All adult PAFs shall be eligible for training on financial literacy ■ Adult women from all PAFs
Institution building	-	-	-	<ul style="list-style-type: none"> ■ Provide skill development and / or vocational training with the aim to improve income capacities and livelihoods ■ Facilitate the formation of SHGs ■ Facilitate measures for access to credit, establish market linkages, value chain support and provisioning of equipment 	Women PAFs who are homemakers

¹² A *Bhaji-Poli Kendra* is a food stall that offer home-cooked food, with the speed and economy of a fast food outlet.

5. LIVELIHOOD RESTORATION FRAMEWORK - LRF

5.1 Scope and Objectives of the LRF

The scope of this LRF covers all community members that were physically and economically displaced because of the metro project. The LRF also covers community members (under Maha Metro's financial liability) who refused to participate in the socio-economic survey. The objective of the Livelihood Restoration Framework (LRF) is to:

- Provide a framework to Maha Metro Livelihood Restoration Programme (LRP) consultant to develop an LRP;
- To provide support to the LRP consultant in identifying any newer livelihood options as may be indicated by the PAPs through the Livelihood Baseline Study;
- To provide structural information that aids in the development of an all-inclusive LRP; and

5.2 Principles

The LRF proposes a range of measures for the LRP that can provide support to PAPs for restoration of their livelihoods and overall development. These measures have been developed keeping in consideration a set of indicators that are unique to urban resettlement practices. It is expected that the LRP Consultant adapt these principles, which include¹³:

- **Transparency and participation** – The process of developing an LRP requires transparency at all stages. Maha Metro and LRP consultant shall encourage informed participation of PAFs during preparation and implementation of the LRP. Key information of the LRP shall be timely disseminated to all the stakeholders in the spirit of transparency.
- **Understanding of informal economic and social networks** – The LRP shall be developed based on an all-round understanding of the former informal economic and social networks of the PAFs. Maha Metro and the LRP consultant shall assess any changes in social and economic networks, as well as any new networks that may have potentially come up post resettlement for preparation of the LRP. Maha Metro shall also assess social networks of vulnerable sections.
- **Adaptive management** – The LRP consultant shall develop the LRP considering possible contingencies, keeping in view that the number of PAFs can increase. This is based on the understanding that a sizeable number of PAFs have not participated in the socio-economic survey for preparation of the LRP. Similarly, a sizeable number of PAFs are yet to accept the entitlements under the Unified R&R Policy. The LRP consultant should also consider grievances that are linked to the relocation sites, such as poor water supply and electricity facilities, and general maintenance of the SRA buildings at the time of developing the LRP.
- **Post-resettlement socio-economic surveys and independent monitoring and evaluation** – Maha Metro and the LRP consultant should undertake routine monitoring and evaluation of the LRP and its implementation, as well as gaps (as given in Section 7-4).
- **Local capacity building and dissemination of good urban resettlement practices** – LRP consultant shall ensure that the most relevant capacity / skill building initiatives are formulated under the LRP, in association with the most relevant agencies, including but not limited to the local district administration, other government departments, NGOs and private sector companies.
- **Integration of the planning of urban resettlement into a wider municipal urban planning and housing policy context** – Since Maha Metro is already attempting integration of the PAFs into PMC's urban planning and housing policy context vis-à-vis SRA housing, it shall ensure that

¹³ Roquet, Vincent, Luciano Bornholdt, Karen Sirker, and Jelena Lukic. 2017. *Urban Land Acquisition and Involuntary Resettlement: Linking Innovation and Local Benefits*. Directions in Development. Washington, DC: World Bank. doi:10.1596/978-1-4648-0980-4

the integration plan is inclusive and sustainable. This shall be done through ensuring that the sites' infrastructural facilities are properly maintained, housing societies are established and that these are self-sufficient with time.

5.3 Suggested Livelihood Restoration Programmes

The table below provides details of proposed areas of intervention based on the impacts identified and entitlements proposed. The LRP consultant will use the guidance below and develop detailed activity plans for each programme which will then be implemented by Maha Metro. LRP Consultant will ensure that the plans developed should look at existing baseline conditions and dynamics linked to gender, caste, economic vulnerability, and access to infrastructure.

Table 5-1 Livelihood Restoration Programmes

S. No.	Livelihood Restoration Programmes	
A	Institution Building	Programme Description
1.	Facilitate the formation of a cooperative housing society (CHS)	<p>LRP consultant alongside CYDA shall act as a key coordinator to facilitate meetings, coordinate with community members and provide support in formalizing a CHS that is representative of all PAFs. These should include:</p> <ul style="list-style-type: none"> ■ Mediating in finalization of office bearers for the CHS (although not influence decision making) ■ Provide guidance in sensitising the need for representation of SC/ST and other vulnerable groups in the CHS ■ Facilitate in opening bank accounts for the CHS for administrative and maintenance activities
2.	Mediate in finalization of office bearers for the CHS	
3.	Provide guidance in sensitizing the need for representation of SC/ST and other vulnerable groups in the CHS	
4.	Facilitate in opening bank accounts for the CHS for administrative and maintenance activities	
5.	Facilitate the formation of women SHGs	
B	Accessibility	
1.	Providing increased bus services / public transport facilities for easy access to work places, businesses, schools, colleges, health centres, etc.	<ul style="list-style-type: none"> ■ For better accessibility, LRP consultant to engage and facilitate with agencies such as the Pune Mahanagar Parivahan Mahamandal Ltd. ■ To make travel affordable, LRP consultant shall explore options of developing systems wherein Maha Metro/PMC can provide free bus passes/metro passes or subsidized rates, or any other partnerships that may aid in providing better access to the different parts of the city for PAFs. As the cost of transport has increased significantly, i.e., 176%; these facilities will help in reducing expenditure levels. It is understood that some common bus routes have been planned for facilitation of transport of PAPs to civil court area. These can be explored further.
2.	Providing free bus passes for easy access to work places, businesses, schools, colleges, health centres, etc.	
C.	Government Convergence	
1.	Explore and facilitate admission process in government or private schools for children under the Right to Education Act, 2009	LRP consultant to prepare a list of government and private schools in the vicinity and initiate conversations with the relevant school authorities. Further, it is expected that the LRP consultant identify the school preferences of the parents and ensure that the children are admitted accordingly. The LRP consultant shall ensure that all principles under the RTE Act are applied to the PAF children.

S. No.	Livelihood Restoration Programmes	
2.	Scholarships to students belonging to the SC / ST households for higher education (graduation, post-graduation, masters, MPhil and PHD) can be explored. The scholarship modalities and eligibility criteria shall be developed by the LRP consultant	<ul style="list-style-type: none"> ■ LRP consultant to explore synergies with Social Welfare Department and the Department of Higher Education, and any other for provisioning of scholarships / educational support to SC/ST students, with preference for girl students ■ The LRP consultant shall take efforts to orient SC/ST students regarding scholarship opportunities ■ The LRP consultant shall identify the higher educational needs and aspirations of students in the PAF universe ■ Maha Metro can initiate its own scholarship for meritorious students from vulnerable communities- developing its own criteria.
3.	Partner with the local public health department to set up a health care centre in the SRA vicinity	LRP consultant to explore synergies with the health department and explore the possibilities of providing better and cheaper access to health centres
D.	Health	
1.	Periodically set up health camps in the SRA colonies for at least 3 years	While the process of setting up permanent health centres in the vicinity is being undertaken, the LRP consultant can propose routine health camps at the SRA colonies for 3 years.
2.	Loans/donations for critical medical conditions	For PAPs facing critical care/expensive medical care, Maha Metro should setup a fund for criteria-based donations for medical care.
E.	Employment Assistance or Referral	
1.	Facilitate measures for access to credit, establish market linkages, value chain support and provisioning of equipment	<ul style="list-style-type: none"> ■ LRP consultant to identify the needs of the PAFs and accordingly identify assistance programmes. It can also sign MOUs or collaborate with service industry and companies and facilitate hiring of affected persons in these companies.
2.	Explore job opportunities in Maha Metro (ticket vendors, housekeeping, maintenance works and similar)	<ul style="list-style-type: none"> ■ LRP consultant to map the required skills (construction and operations) for Metro project with the existing skill base. Some programmes should be designed to create an employable base among PAPs.
3.	On an immediate basis, focus on women and develop a Local Employment and Procurement Plan and explore job opportunities in Pune Metro under all unskilled and semi-skilled workforce and contracting and procurement opportunities	<ul style="list-style-type: none"> ■ As part of immediate livelihood creation directed towards women PAPs, Maha Metro can explore direct or through third party, employment to at least one woman from each PAF. ■ These women can become part of the unskilled and semi-skilled workforce such as housekeeping, gardening etc.

S. No.	Livelihood Restoration Programmes	
		<ul style="list-style-type: none"> ■ Post skill development and capacity building trainings and workshops, the women PAFs can be accommodated in the skilled and highly skilled workforce.
4.	Arrange for kiosks to sell homemade food (lunch/snacks). Stalls to be entirely run and operated by women from the PAFs (<i>Bhaji-Poli Kendra</i>)	<ul style="list-style-type: none"> ■ In keeping with Pune city's culture and demand for home cooked meals, the women PAFs can be involved in entrepreneurial activities of selling meals, through food stalls arranged for them with minimal capital cost. ■ The food can either be cooked at the food stalls (with a kitchen facility) or cooked elsewhere (at homes or common kitchens) and only sold from these kiosks provided to the PAFs. Further, other shops and small businesses should be explored based on stakeholder feedback and consultations with women and other PAFs
F.	Skill Building / Training	
1.	Provide skill development and / or vocational training with the aim to improve income capacities and livelihoods	<ul style="list-style-type: none"> ■ LRP consultant to identify the types of skill development programmes or vocational training required by the PAFs, and types of skills that are in demand in the market, including the metro project. LRP consultant to refer to the survey report in terms of existing skill sets, and look to either upgrade them, or diversify them to make PAFs more employable, and enable them to increase incomes. ■ The skill development program should focus on urban context, with provisions for trainings in a variety of sectors- industrial sector (especially the industrial areas like Chakan), IT industry, real estate and facility management, health care, transportation, gig worker economy, infrastructure etc. The skills can be mapped from the NSDC courses, collaborating with affiliated institutes and CSR programs of private companies.
2.	Provide training on financial literacy / savings	LRP consultant should mobilize all adult PAFs to undergo this training for better financial literacy and long-term success, even when the LRP and associated support exits

5.4 Eligibility Criteria

Based on the entitlement matrix as given in **Error! Reference source not found.** of this LRF, each of the LRP activities have differing eligibility criteria. As such, it is the LRP consultant who shall develop the modalities of the programmes, and who shall determine the eligibility based on nuances of the PAF groups. Overall, the 830 PAFs as identified by Maha Metro will be eligible for LRP.

Table 5-2 Key Considerations for LRP Consultant for Determination of Eligibility

PAFs	Status of coverage in survey	Numbers	How LRP Consultant determines Eligibility
PAFs surveyed	These PAFs are identified, and their socio-economic baseline information is available with Maha Matero	493	Their eligibility will be clearly determined and described in Draft Household Entitlement Plans (HEP) for each PAF. The LRP consultant will discuss the list of programmes with each household and help them select the appropriate LRP activity to what they are eligible. These will be added in the Draft HEP, which will then be finalized by LRP Implementation Agency (after finalization of LRP).
PAFs not surveyed	Maha Metro has list of PAFs that could not be surveyed.	337	LRP consultant will refer this list to verify any claims for LRP benefits through GRM. After verifying their details from this list, will complete the Draft HEP and submit this to Maha Metro for approval.
Total		830	

5.5 Preparation of Draft Household Entitlement Plan

The details of impacts (residential or commercial), key socio-economic parameters, and LRP entitlements for each household will be provided in Household Entitlement Plans (HEP). The Draft HAP for all affected households will be prepared by LRP consultant and shared for agreements. The Draft HEPs for surveyed households include the socio-economic profile information collected during the census survey. The Draft HEPs for households, which are not surveyed, will only have limited information available now (unless socio-economic information data is collected).

All PAFs who were not covered during LEP survey can claim their entitlement to LRP benefits by approaching Maha Metro through the GRM mechanism. LRP Consultant will develop the GRM. Maha Metro or its appointed agency will examine these claims and prepare a Draft Micro Plan for them.

5.6 Accompanying Safeguards

In order to ensure the effective implementation of the LRP, following are some of the accompanying safeguards measures that must be ensured:

- **Forming partnerships** – The LRP consultant shall ensure that it engages and forms ample and relevant partnerships with agencies and institutions (both government and private), and experts in order to execute a successful LRP. Identifying and forming partnerships shall play a vital role in providing varied expertise needed in capacity building / skill building, providing financial assistance

programmes, linking PAFs to government schemes, and easing access for livelihood and overall improvement. The LRP consultant shall develop a compendium of all relevant agencies for forming partnerships.

- **Appointment of Liaison Officer** – In order to ensure better flow of information and communication regarding the LRP initiatives and preferences, Maha Metro and the LRP consultant shall appoint a Liaison Officer who shall assume dedicated responsibility for all information sharing of the LRP programmes. The Liaison Officer shall act as a point of contact for the purpose of the LRP and shall undertake an administrative role.
- **Vulnerable groups** – Vulnerable groups such as SCs, STs, women headed households, the elderly, persons who are physically disabled and similar groups shall be given preference under the LRP.

5.7 Development of LRP and Identification of LRP Consultant

The development of the LRP shall be based on this framework document and must be prepared by LRP consultant and approved by Maha Metro and EIB.

Based on this LRF and findings of the socio-economic survey, Maha Metro should initiate the process of identifying the LRP consultant with skills and experiences that best suit the requirements of the programme. The process of identifying and / or selecting such an agency shall be undertaken by way of advertising the requirements and setting the scope via a Terms of Reference (TOR) for the programme (a structure of the TOR has been provided in Appendix A of this LRF). The roles and responsibilities of the LRP consultant have been outlined in the TOR document and must be approved by EIB prior to being published. It is suggested that the LRP consultant shall be fully responsible for execution of the LRP within the given timelines.

At the same time, it may be deemed mandatory for Maha Metro to complete the selection process of the LRP consultant in a timely manner for developing the final LRP and selection of areas of intervention. The LRP consultant must be a part of the disclosure process of the LRP to the PAFs.

6. LIVELIHOOD RESTORATION PLAN (LRP) EXECUTION

6.1 Disclosure of LRP

Disclosure of the LRP to the PAFs is mandatory, and it is expected that this process shall not only be undertaken with ample notice to the PAFs, but it shall also be recorded. Since the development of the LRP shall be a consultative process, it is expected that the disclosure of the programme be undertaken for feedback from the PAFs and their approval. Since the LRF and the baseline study have already provided trends on the type of assistance needed by the PAFs, the LRP consultant along with Maha Metro should develop the LRP plan. The plan shall be structured (and translated in Marathi) in a way that makes it legible for the PAFs. The disclosure process should be used by the LRP consultant and Maha Metro as a platform to consult, and record formal feedback of the PAFs. Accordingly, it is expected that amends shall be made to the LRP where reasonable. In case the feedback by the PAFs is understood otherwise, the LRP consultant and Maha Metro shall formally communicate the same to EIB. Further, the LRP consultant agency should take all efforts to amicably communicate the reasons for not accepting changes in the LRP as suggested by the PAFs.

In any case, the LRP consultant and Maha Metro shall undertake the disclosure process in a consultative manner and finalise the LRP based on the consensus of at least majority of the PAFs. It is recommended that the LRP consultant obtain written consensus of the PAFs for the finalization of the LRP. The approval document shall be prepared by the LRP consultant in the local language and shall be approved by Maha Metro.

6.2 Indicative Schedule for LRP

6.2.1 LRP Timeline

A detailed time-bound LRP implementation schedule shall be designed and developed by the LRP consultant, in consultation with Maha Metro and EIB. The LRP timelines shall be calculated in a way that it considers the intensity of livelihood losses, and urgency to restore the losses. As such, this framework document proposes that the timeline of the LRP is at least three years. The rationale behind a three-year timeline is that it provides ample scope for restoration of livelihoods, whereas at the same time, it also caters to the urgency of restoration. The activity-wise schedule provided in this framework is indicative. The LRP consultant shall take final decision on the number of years needed for the LRP, based on the nature of programmes developed and the implementation modalities.

Table 7-2 provides a high-level implementation schedule (tentative) for the proposed LRP which indicates the development of the LRP plan as the start of programme activities as a reference point. The schedule is indicative of how the initiatives / activities will progress during the overall implementation of the LRP. The activity-wise sub-plan of each initiative under the LRP shall be defined by the LRP consultant.

Table 6-1 Indicative Schedule

S. No.	Activity	Responsibility	Year 1												Year 2											
			M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
1.	Development of LRP	LRP consultant and Maha Metro	■																							
2.	Disclosure of baseline study to the PAFs	LRP consultant and Maha Metro		■																						
3.	Consultations with PAFs for amendments in LRP and Finalisation of LRP	LRP consultant and Maha Metro			■																					
4.	Execution of LRP	LRP Implementation consultant, Maha Metro				■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
5.	Quarterly Monitoring Reports	LRP Consultant and Maha Metro						■			■			■			■			■			■			
6.	LRP audit (end term) and exit plan	External agency												■										■		
7.	Grievance redress mechanism	LRP consultant and Maha Metro		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■		

6.3 Stakeholder Engagement and Grievance Redress Mechanism

Engagement of stakeholders is crucial for the successful implementation of the LRP. It is therefore suggested that the LRP consultant develop a Stakeholder Engagement Plan (SEP), inclusive of a Grievance Redress Mechanism (GRM), while doing away with the current method of noting grievances through the local NGO, which is not understood to be a thorough process.

The LRP consultant shall develop an SEP in consultation with the PAFs, Maha Metro as well as with the SRA. As given in Section 4 of this LRF (Summary of Involuntary Resettlement Impacts), other than livelihoods, community grievances are largely linked to infrastructural issues and forming of associations for maintenance of the buildings. Therefore, it is understood that the resolution of the grievances may extend beyond the scope of Maha Metro and include some level of participation from the SRA too.

Based on inputs provided by the LRP consultant, it is suggested that Maha Metro shall facilitate meetings with SRA, based on which it shall prepare the SEP-GRM strategy. Under its strategy, Maha Metro shall consider forming an SEP-GRM Committee that has representation from the SRA, and the LRP consultant team as well. This is presuming that GRM for the relocation sites in general, and LRP in particular cannot be disassociated.

It is pertinent for the LRP consultant and Maha Metro to initiate meetings with SRA on a priority basis, which would provide support in setting up of the SEP-GRM at the time of developing the LRP. It is expected that a fully functional mechanism with a committee, dedicated GRM team (comprising of representatives from the LRP consultant team and Maha Metro), are in place at the time of the disclosure of the LRP. The LRP consultant shall share all relevant details and GRM process / method and contact of the responsible team.

Further, it shall be mandatory for the GRM team to maintain records of all grievances received and provide timelines for closure of the grievances, including that of action taken. It is recommended that the GRM team should have a working knowledge of the local language (Marathi), and shall undertake frequent visits to the relocation sites and act as a 'dialogue facilitator' between Maha Metro and the PAFs. The role of the GRM team personnel is critical and it is expected that Maha Metro notify this role as 'permanent'. If necessary, the Maha Metro should provide additional support staff to the GRM team for effective functioning of the mechanism. Finally, it is expected that the GRM inputs will act as the base for all monitoring reports and external audits. The GRM inputs will also be indicative of the success of the LRP initiatives.

Although it is expected that the primary role of the GRM team is to address and communicate the grievances of the PAFs pertaining to the LRP, it is expected that the GRM team also record grievances beyond this scope; especially grievances such as those associated with maintenance of the relocation site, water supply, sanitation and any other, and identify synergies. In cases where the grievances are beyond the scope of the LRP GRM, the relevant personnel shall execute the role of communicating the same to the SEP-GRM Committee.

6.4 Monitoring and Documentation

Maha Metro under the scope of the LRP shall to set up monitoring mechanisms, to observe and check the quality of execution throughout the implementation stage, and also post implementation to record and address any long term impacts and residual concerns.

An indicative approach to the monitoring and evaluation is outlined in the following subsections, which can be modified as needed during the LRP implementation process. This indicative approach is based on two components of internal monitoring and external monitoring along documentation of the process.

The monitoring and evaluation process should aim to recognize and incorporate the following:

- To identify the total number of beneficiaries availing the programme benefits
- To monitor 'change' indicators in the livelihood status of beneficiaries; such as incomes, savings, investments
- To identify potential unintended consequences of the programmes such as opportunistic claims
- To ensure the programmes meet the requirements of the PAPs for improving livelihoods
- To track the adequacy and effectiveness of the livelihood interventions at a group or community level due to the collective nature of the proposed restoration measures

6.4.1 Internal Monitoring

The LRP consultant shall undertake monitoring of the LRP at least once every quarter until the closure of the programme. This would result in a Quarterly Monitoring Report (QMR). The QMR is to be undertaken by the LRP consultant under the guidance of Maha Metro. The QMR should include the following:

- Process adopted for implementation
- Details of PAPs benefitting
- LRP initiatives / support initiatives and status
- Personnel involved in implementation
- Photographic evidences of benefits / changes / skill building process
- Dates / timelines and locations involved
- Sample copies of key written correspondences
- Grievances / concerns and suggestions received from PAFs and other external stakeholders on the execution of the LRP
- Any changes / additions made to the LRP

All monitoring reports must be shared with and approved by a senior level official of the Maha Metro and shared with EIB for review and feedback. Further, the QMRs shall be used to develop 'key performing indicators' (KPI), which will ultimately provide support in formulating the LRP exit plan and to assess the changes in livelihoods of the PAPs. It is also recommended that the implementing agency should keep record of select PAPs and develop narratives on changes in their livelihood statuses.

The monitoring activities shall continue post implementation stage for up to one (01) year wherein continuation of LRP initiatives shall be verified and results are documented. In case the LRP involved any institution building activities, the post implementation monitoring requirements should include assessment of independent functioning of these institutions.

6.4.2 Audits

Maha Metro shall engage an external agency / consultant that audits all aspects that fall under the scope of the LRP twice a year. Audits shall be independent in nature, to review and evaluate and verify the implementation progress, as well as highlight any delays and recommend time-bound corrective measures.

The independent audit agency shall also undertake an end-term LRP completion audit not only through verification of the progress documentation and KPIs as recorded in the internal monitoring process, but also via limited stakeholder consultations. The agency shall be needed to highlight any critical gaps in the LRP implementation and recommend as appropriate. An end-term LRP completion audit report shall be signed off by the audit agency itself, the LRP consultant, Maha Metro, EIB and majority of the PAPs.

6.5 Exit plan

The urgency of restoration of livelihoods is assessed as high and therefore, it is mandatory for the LRP to be as comprehensive as possible, within set timelines. While some flexibility in timelines of the LRP can be agreed as essential, the foresight of an exit plan is mandatory to allow transition of (PAF) livelihoods onto their own terms without the need for any external interference. That said, it is also crucial for the LRP to be as effective as possible in bringing about changes to the livelihoods of the PAPs to a position that was at least as good, if not better, than their previous livelihoods. For the same, the LRP consultants and Maha Metro shall commission an end term audit to confirm the closure of all pending items and previous recommendations.

Based on the KPIs as identified through QMRs, the LRP consultant along with Maha Metro shall develop an 'Exit Plan'. It is expected that the exit plan must be divided in phases instead of a complete halt in the programme. The end term annual audit must confirm the closure of all pending items and previous recommendations. Upon closure of all pending items, Maha Metro along with the LRP consultant shall submit the end term report for signing off by all stakeholders involved.

In case of any institution building activities (such as SHGs), the end term annual audit shall affirm the capacities and independent functioning of these institutions.

6.6 Indicative Budget

The LRP consultant will be required to prepare a final budget for LRP programmes and implementation. In this section, ERM has provided an indicative cost for LRP preparation and implementation.

The Ministry of Skill Development and Entrepreneurship (MSDE)¹⁴, Government of India has provided set of norms for skill development and vocational training. These norms were originally notified in 2015, but recently amended in November 2020. The norms provide hourly base rates for training for different trades/sectors listed in three categories i.e.:

1. INR 46.70/- per hour of training for trades/sectors listed in Category I of SCHEDULE-II¹⁵.
2. INR 40.00/- per hour of training trades/sectors listed in Category II of SCHEDULE-II.
3. INR 33.40/- per hour of training trades/sectors listed in Category III of SCHEDULE-II

The boarding and lodging cost as per the MSDE norms in 'X'¹⁶ category of towns is INR 375 per day, and for 'Y' category of towns, it is INR 315 per day. In addition, there are other costs such as conveyance charges for women and BPL persons (INR 1000 to 1500 per month) and post placement support for women and person with disabilities (INR 1500 to INR 3000, as applicable). Therefore, for a one-month course (26 days) the cost of boarding and lodging plus conveyance would range from INR 9000 to 10,500. In addition, the training course rate will be in the range INR 7000 to 10,000

¹⁴ Common Norms for Skill Development Schemes Fourth Amendment, 2020 and with effect from 11 November, 2020, Ministry of Skill Development and Entrepreneurship, Government of India <https://www.msde.gov.in/sites/default/files/2020-12/Common%20norms%204th%20amendment%20Gazette%20notification.pdf>

¹⁵ Schedule II provide list of trade/sectors. Costs would be subject to a periodic enhancement of 10% annually or as decided by the Common Norms Committee provided minimum duration between any 2 revisions would be at least six months

¹⁶ Pune is categorized as 'X' category

depending upon the category of trade/sector selected. Therefore, a monthly package would cost approx. 20,000 on a monthly basis.

Therefore, based on the final selections of training courses during micro plan stage, Maha Metro can explore provide funding support of INR 20,000 to INR 60,000 to selected PAPs, offering them a range of 30 to 90 days courses. LRP consultant should confirm and finalise the costs.

Note: The below budget does not consider any provisions to extent the rehabilitation allowance of INR 50,000 (inflation adjusted) to those families that are eligible but are not able to avail and/or participate in the LR programs due to demographic factors and/or any other vulnerabilities.

The table below provides indicative budget, which include skill development plus other programs and estimates on cost for preparing and implementing the LRP through engagement of external agencies. The budget will be finalised by LRP consultant.

APPENDIX A TOR FOR THE LRP CONSULTANT¹⁸

¹⁸ The TOR format is indicative. Maha Metro to take a call if any information herewith needs to be kept confidential

Introduction

The European Investment Bank (EIB) is one of the lending agencies for Maharashtra Metro Rail Corporation Limited (Maha Metro) for its Pune Metro Rail Project (PMRP). The project comprises of the construction of two metro lines (Lines 1 and 2) totaling up to 31.3 km, 30 stations, as well as the purchase of a related fleet of metro cars in Pune, Maharashtra, India. As part of the project financing arrangement, the project proponent, i.e. Maharashtra Metro Rail Corporation Limited (Maha Metro), developed E&S safeguards in order to comply with EIB's Environmental and Social Standards, as well as requirements of other development financial institutions. The current TOR aims to engage the services of a competent Agency to assist Maha Metro in the formulation and implementation of a specific Livelihood Restoration Plan (LRP), which has been proposed as an outcome of a 'Rapid Assessment of Involuntary Resettlement for Civil Court Metro Station, Pune Metro Rail Project'. This assignment requires timely, appropriate and comprehensive formulation and implementation of the livelihood restoration measures for Project Affected Families located at two (SRA) relocation sites at Hadapsar and Viman Nagar in Pune City, Maharashtra.

Background

To strengthen and augment the transport infrastructure of Pune with a multi-modal transport system, the Government of Maharashtra decided to implement Pune Metro Rail Project (PMRP) as an integrated mass public transport system that meets the mobility and accessibility needs of the people of Pune. Maharashtra Metro Rail Corporation Limited (Maha Metro) is executing the PMRP.

Between the time period of April to September 2021, it was decided by Maha Metro and other stakeholders, that the entire Civil Court area is needed for development to make it a multimodal transport hub. The multimodal transport hub included the development of an alternate road, a bus terminus, skywalks, parking space and other for a seamless travel experience for commuters. The decision to develop the Civil Court area into a multimodal hub has a direct implication on the number of persons physically displaced.

Some important features of the Civil Court Station and related physical displacement are provided below:

- The Civil Court Station has been proposed as the interchange station of three (3) lines where Line 1 and Line 2 will intersect, and Line 3 will terminate 500 metres north-west of the station but connected to the station through a skywalk. The station entails involuntary resettlement of households and commercial entities across two slum settlements, Kamgar Putla and Rajiv Gandhi Nagar. The section falling under the viaduct of line 1 and 2 (which are being funded by EIB), and the station led to displacement of 234 project affected households (as per the RAP dated 18 September 2019).
- Based on the Metro Rail Policy 2017, it was decided that this area would be developed into a multimodal hub. Maha Metro is developing the road infrastructure like kerbstones, paver block and other, for the bus terminus, and the Pune Mahanagar Parivahan Mahamandal Ltd. (PMPML) will ply buses and develop other infrastructure such as bus queue shelter, etc. It was decided that the facility will be common and used by Maha Metro line 1, 2, and PMRDA line 3.
- Further, under the Civil Court development area plan, PMC proposed a new road to connect the northern and southern exit points of the station. In addition, a bus terminus has been proposed towards the northeast side of the station. These plans have led to an increase of the overall project affected households of the entire Multimodal hub to 1264 across the two slum settlements.
- The Slum Rehabilitation Authority, the Pune Municipal Corporation and the Maharashtra Metro Rail Corporation are coordinating the development of various infrastructure (civil court station, bus terminus, connecting road and related access infrastructure like skywalks etc.). This has been

done in accordance with the legal instrument passed through a directive by Deputy Chief Minister of State of Maharashtra vide letter dated 1 January 2021.

- With respect to involuntary resettlement, Government of Maharashtra has requested Maha Metro, PMC and PMRDA to share the financial responsibility of the 1264 households across the two slums through the Unified R&R Policy, instead of separate R&R policies of the three entities. As reported by Maha Metro, SRA and PMRDA, the government made this decision to maintain consistency in the R&R entitlements and process in the two slums settlements.

While Maha Metro's original footprint had impacted 274 PAFs, the decision to develop the multimodal hub exponentially increased the total number of PAFs to 1264. As a result, the letter dated 1st January 2021 (also called the Unified R&R Policy) decided to relocate all PAFs whose eligibility was based on the Unified R&R Policy. Therefore, all eligible PAFs were relocated to the Viman Nagar and Hadapsar sites, and were eligible for entitlements as given in the Unified R&R Policy. Based on a series of decisions taken by the Divisional Commissioner and agreed upon by Maha Metro, PMRDA, SRA and PMC, Maha Metro was made financially liable for 797 PAFs, which has now reached up to 830 PAFs.

As a matter of compliance to RAP and the Unified R&R Policy, Maha Metro decided to commission a Livelihood Baseline Study to determine livelihood assistance program. The baseline study included a socio-economic survey of all PAFs under Maha Metro footprint, plus census/sample survey of PAFs not affected by Maha Metro, but for whom Maha Metro was financially responsible for / affected by multi modal hub activities. While the socio-economic survey and analysis has been prepared by the survey agency, EIB's consultant has developed this LRF, which together form the base for the LRP. Against this backdrop, the TOR has been published to identify a suitable agency to formulate and implement the LRP.

Scope

The agency will be referred to as LRP consultant in the following TOR. The LRP consultant will closely work with Maha Metro and will cooperate with the respective local government authorities and all other agencies and personnel as identified for successful implementation of the LRP measures.

The LRP consultant will report to Maha Metro and will be expected to undertake all activities in accordance to the finalized scope of work, reference framework and all labour, COVID-19 and gender-sensitive safeguards identified as part of the EIB Environmental and Social Safeguard Standards (2018) with respect to contractual obligations.

It is expected that under this assignment, the following specific scope of work drawn for the formulation and implementation of LRP measures shall be achieved in two Packages:

1. Package A – Preparation of LRP
2. Package B – Implementation of LRP

Interested bidders are expected to submit technical and financial proposals for Package A. Package B will be tendered after completion of Package A. Package A – Preparation of LRP

- Conduct inception meeting with Maha Metro to understand the project details, and status of activities.
- Undertake a detailed review of the socio-economic survey data collected by Maha Metro and the Livelihood Restoration Framework developed by Maha Metro.
- Carry out preliminary engagement with PAPs and meetings with CYDA (CYDA was the agency engaged by Maha Metro to conduct the socio-economic survey).
- Develop an LRP Inception Report, which should include the following:
 - Final Approach and Methodology for preparing the LRP;

-
- Mapping of stakeholders and market surveys for identifying the key sources of information. The stakeholders and information sources should include (at the minimum) the following:
 - Maha Metro, Slum Rehabilitation Authority (SRA), Pune Municipal Corporation (PMC) etc.
 - Government departments looking at urban development, public transport, social welfare, education, public health, industrial area authorities, skill development etc.;
 - Local nodal office of National Skill Development Scheme, and partner/affiliated institutes/agencies/franchises;
 - Private sector- especially industries in sectors such as IT, manufacturing, real estate, facility management, services- including CSR activities etc.
 - Local contractors, workforce supply agencies having contracts/service agreements with local government and private sector entities;
 - Non-Government Organizations (NGOs) - NGOs active in livelihood development, skill development, community mobilization in Pune.
 - Tools of data collection such as checklists for focus group discussion (FGDs), Key Informant Interviews (KIIs)
 - Proposed schedule for preparation of LRP and meeting the deliverables timeline,
 - Undertake literature review of similar projects/contexts on livelihood restoration and development
 - Develop an LRP report which should include the following:
 - Introduction to the project and assignment, including scope of work, approach and methodology applied for the preparation of LRP, limitations etc.
 - Brief Description of the Pune Metro Project focused on the timelines of the Civil Court Metro Station site
 - Applicable Reference Framework – listing out applicable legal and international standards for the project which will include the Metro Rail Policy 2016, Maha Metro RAP, current R&R Policy 2021 -being implemented under the direction of Divisional Commissioner, Pune, EIB E&S Safeguards, and other relevant standards that will be used by LRP consultant to prepare the LRP.
 - Socio-economic baseline of the PAFs- including gender disaggregated information on indicators such as household profile, social groups, education and health, asset ownership, income and expenditure, livelihood patterns, access to infrastructure, standard of living, identification of vulnerable groups
 - Impact Assessment- Impacts on the PAFs due to physical displacement and economic displacement, and differential impacts on vulnerable groups, and gender aspects.
 - Entitlement Matrix and Eligibility Criteria- The entitlement matrix and the eligibility criteria provide in the LRF will be updated as per the understanding and impacts identified in the LRP preparation stage. This section should clearly provide the entitlements of each category of impacted entities and their eligibility criteria to participate in the LRP programs on skill development, entrepreneurship, scholarship / fellowship and critical medical care programs.
 - LRP Programs - This should include a summary of key livelihood indicators and provide a detailed description of how livelihood and resettlement related impacts would be mitigated through the LRP programs. A tentative list of programs has been provided in the LRF. These will be expanded and detailed out in a step-wise manner to form implementable programs. Focus will be laid on women, and vulnerable groups identified by the socio-economic survey, and through consultation by LRP Consultant.. Programs will be designed keeping in mind

challenges faced by women in managing households, and also looking for income earning opportunities. Therefore, aspects such as proximity to resettlement colonies, safety, working hours, etc. should be considered as well. The identification of programs should provide details on activities, timelines, and budget. In addition, risks, and assumptions should also be provided. This section will also include a mapping and identification of potential partner agencies for LRP program implementation. This section will clearly provide the budget for LRP program implementation as well.

- LRP Implementation Plan - identifying the main steps that will be required to be implemented for successful LRP implementation. The steps should take into account the aspects such as disclosure, stakeholder engagement, grievance redressal. This section should provide activity wise schedule of implementation.
- Prepare stakeholder engagement plan and grievance redress mechanism for LRP;
- Prepare a list of PAFs as per their preferred / selected LRP Program, as agreed in the Household Entitlement Plan. Confirming the activity-wise plan, timelines in consultation with PAPs by preparing household entitlement plans.
- Disclosure of the Draft LRP with the affected community and seek feedback
- Finalization of LRP report and annexures

Applicable Reference Framework

The applicable reference framework pertinent to the LRP include:

- Standard 1 - Assessment and Management of Environmental and Social Impacts and Risks
- Standard 6 - Involuntary Resettlement
- Standard 7 - Rights and Interests of Vulnerable Groups
- Standard 10 - Stakeholder Engagement

LRP Consultant will also refer to international and local best industry practices in livelihood restoration and provide a list of frameworks to be reviewed in development of LRP.

Profile of the LRP Consultant

The LRP consultant is expected to comprise a team of members who have prior experience of developing livelihood restoration measures (preferentially urban resettlement programmes) and shall have its experts based in the city of Pune.

The following competencies and expertise are required to conduct the assignment:

- Demonstrated understanding of international E&S standards of institutions such as World Bank, IFC, ADB, EIB etc.
- Technical expertise in developing, supporting and the practical implementation of LRP measures within urban and semi-urban context;
- Experience of working vulnerable group of the society especially with women and Scheduled Caste / Scheduled Tribe groups;
- Experience in mobilizing stakeholders and conducting meaningful consultation and engagement with vulnerable stakeholders who have limited resources or participate in such activities; and
- To aid Maha Metro in restoring / improving the livelihoods of the eligible PAPs to the baseline level.

The LRP consultant shall depute a qualified and suitable team to undertake the assignment and demonstrate in its proposal that the respective team has the required expertise and skills to

successfully perform the tasks assigned for implementation of the activities under the supervision of Maha Metro and any such entities that the Project proponent assigns responsibility to.

In addition, in order to efficiently proceed with planning, the LRP Consultant shall in its proposal present a team structure and staffing plan for preparing the livelihood restoration plan as a whole. The team should at least comprise of:

- Team Leader-1
- Project Supervisor/Manager-1
- Subject Matter Experts-2
- Researchers and Stakeholder Engagement- 2

The team should have male and female staff.

The team structure and staffing plan shall provide a detailed description of tasks and responsibilities for all team members as well as the key reporting lines during the implementation process. In addition, communication, communication lines and routines with the other initiative specific implementation partners (selected for separate activities) as well as with Maha Metro and other institutional bodies as required during the implementation of the restoration measure as a whole have to be outlined in the Proposal.

Table 6-3 provides information on the scores that will be provided while selection of the LRP Consultant:

Table A1 Scoring Criteria (Technical - 70 marks)

S. No.	Criteria: Number of years of similar work experience	Maximum Scoring = 30 marks
1.	10 years and above	30
2.	5 years or above but less than 10 years	20
3.	2 years or above but less than 5 years	10
S. No.	Criteria: Qualifications and Experience of Team Leader	Maximum Scoring = 20 marks
1.	Post Graduate in Social Sciences or relevant field	5
2.	At least 20 years of work experience	5
3.	Experience as Team Leader or Director for similar type of services on at least three similar projects	8
4.	Knowledge with the region and the regional language (Marathi)	2
S. No.	Criteria: Qualifications and Experience of Subject Matter Expert	Maximum Scoring = 20 marks
1.	Post Graduate in Social Sciences or relevant field	5

S. No.	Criteria: Number of years of similar work experience	Maximum Scoring = 30 marks
2.	At least 10 years of experience, with at least 5 years of experience in the field of social development	5
3.	Experience of at least three similar livelihood restoration projects in relation to preparation of programmes and their monitoring	4
4.	Experience of at least two similar livelihood restoration projects in relation to preparation of programmes and their monitoring	4
5.	Knowledge with the region and the regional language (Marathi)	2

Key Deliverables

Reports will be submitted to Maha Metro. All supporting documents such as photographs, video graphs, primary and secondary information collected, etc., taken during the assignment shall be submitted in support of the reports, along with an electronic copy of the documents. The following deliverables have to be submitted:

Table A2 Deliverables

S. No.	Deliverable	Expected Timeline
1	LRP Inception Report	Within 4 weeks of contract signing
2	Draft LRP Report	Within 2 months of inception LRP report
3	Draft Final LRP Report	Within 2 weeks of approval of Draft Report
4	Disclosure of Draft Final LRP Report	Within 4 weeks of approval of Draft LRP report by Maha Metro and EIB
5	Development and Finalization of Household Entitlement Plans	Within 4 weeks of disclosure of Draft Final LRP Report
6	Final LRP Report	Within 2 weeks of Disclosure of Draft Final LRP Report and approval by Maha Metro and EIB

Key Competencies to be demonstrated

The following qualifications and capabilities need to be showcased by the Implementation Agencies in their proposal:

- Experience of technical expertise in developing and/or supporting such activities in urban areas;
- Experience of projects / programmes of working with vulnerable groups;
- Experience of projects / programmes showcasing work on addressing gender disparities and differential impacts on vulnerable groups;
- Experience of project / programmes showcasing consultation and engagement;
- Details of team composition with Curriculum Vitae of the team;
- Proposed timelines for undertaking the activity based on the Project Profile;

-
- Proposed budget for undertaking activity.

Budget

As per the scope, key deliverables and other key components given in this TOR, the proposal should provide a budget for Package A- Preparation of LRP. The cost should be provided on lumpsum basis and provide break down of professional fee and expenses.

Appendix to TOR

- The Final LRF
- CYDA Survey Report Summary
- Information on coordination aspects with other agencies that are involved in the implementation of the Unified R&R Policy.

Package B – Implementation of LRP

The LRP Consultant shall be responsible for the implementation of the items as given under Package A, specifically under the LRP Implementation Plan. Any changes in items as given under Package A, and / or changes in timelines shall be mutually agreed upon between the LRP Consultant and Maha Metro. The scope for LRP Implementation will begin upon the completion of the LRP Implementation Plan. The duration of the LRP Implementation is 2 years. In order to implement the LRP plan, the LRP Consultant shall:

- Identify the PAFs who meet the eligibility criteria for the scholarship / fellowship and critical medical care programs, and facilitate the payment process in agreement with Maha Metro.
- Select partner agencies for the implementation of different LRP programs as identified in the LRP Report. The partner agencies include training agencies, NGOs, CBOs and other relevant as applicable. The implementation agency will also hire/contract these selected partner agencies.
- Undertake an induction workshop for identified agencies, which will include discussion and alignment on programmes identified, expectations, resources needed, timelines and scope, etc.
- Play the role of facilitation to enable interested PAFs to reach out reach out to relevant partner agencies and vice versa.
- Monitor the progress of LRP program, such as skill development programs and other where external partner agencies have been involved.
- Develop an LRP activity tracker in agreement with Maha Metro and use it to monitor the implementation.
- Prepare monthly update summary (in tabular format) and quarterly progress reports and submit them to Maha Metro.
- Undertake regular stakeholder engagement and meaningful consultation activities with different categories of PAFs including vulnerable categories such as women, SC community members, senior citizens.
- Implement the grievance mechanism process as prepared in the LRP, and report grievance received in the quarterly progress report.
- Undertake discussions and signing of MOUs with potential placement agencies / private sector companies / relevant government departments for employment assistance of PAFs trained under the skill development program.
- Approach and agree through MOUs / Agreements with credit agencies such as government banks, private banks, NBFCs to provide credit linkages to PAFs who have selected entrepreneurship programs under the LRP.

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- Approach educational and health institutions to provision scholarships, fellowships and critical medical care programs.
 - Provide support to Maha Metro during mid-term and end term external audit.

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ERM India Private Limited

Building 10, Tower B, 3rd Floor
DLF Cyber City
Gurgaon, NCR – 122002

Tel: 91 124 417 0300

Fax: 91 124 417 0301

www.erm.com