

Resettlement and Indigenous Peoples Plan

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Project Readiness Financing: Nagaland Urban Infrastructure Development Project

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Currency Equivalents

(as May 12, 2026)
Currency Unit = Indian Rupee (INR)
INR 1.00 = \$0.010
\$1.00 = INR 95.75

Abbreviations

ADB	:	Asian Development Bank
DMC	:	Dimapur Municipal Council
DMS	:	Detailed Measurement Survey
DPR	:	Detailed Project Report
FGD	:	Focus Group Discussion
GRM	:	Grievance Redress Mechanism
IPP	:	Indigenous Peoples Plan
MSW	:	Municipal Solid Waste
NOC	:	No-Objection Certificate
NUIDP	:	Nagaland Urban Infrastructure Development Project
OBC	:	Other Backward Classes
PDMC	:	Project Design and Management Consultant
PHED	:	Public Health Engineering Department
PMU	:	Project Management Unit
PRF	:	Project Readiness Financing
PWD	:	Public Works Department
RCC	:	Reinforced Cement Concrete
RFCTLARR	:	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013
ROW	:	Right-of-Way
RIPP	:	Resettlement and Indigenous People Plan
SPS	:	Safeguard Policy Statement
STP	:	Sewage Treatment Plant
SWD	:	Stormwater Drainage
SWM	:	Solid Waste Management
UDD	:	Urban Development Department
ULB	:	Urban Local Body

WEIGHTS AND MEASURES

km	–	kilometer
m	–	meter
Nos	–	numbers
km ²	–	square kilometer
m ²	–	square meter
kmph	–	kilometer per hour
cum	–	cubic meter

NOTE

In this report, "\$" refers to United States dollars.

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EXECUTIVE SUMMARY

Project Background: The Asian Development Bank-financed Nagaland Urban Infrastructure Development Project became effective on 7 June 2022 and aims to improve climate-resilient urban infrastructure and service delivery across 12 district headquarters towns in Nagaland, namely Kohima, Dimapur, Mokokchung, Mon, Tuensang, Wokha, Zunheboto, Phek, Kiphire, Longleng, Peren, and Noklak. The project focuses on strengthening urban resilience, improving connectivity, enhancing public health and sanitation conditions, and supporting sustainable urban development.

The Dimapur Roads and Drainage Subproject has been proposed to address critical urban infrastructure deficiencies in Dimapur, including deteriorated road conditions, traffic congestion, localized flooding due to inadequate stormwater drainage and inefficient urban service infrastructure. The subproject is intended to improve urban mobility, drainage efficiency, flood resilience, pedestrian safety, and overall urban livability through integrated infrastructure improvements.

Subproject Components: The subproject involves upgrading 12.732 kilometers of nine urban roads (DM-RD-1 to DM-RD-9), constructing roadside reinforced concrete (RCC) drains, and providing secondary drain connectivity to integrate with the primary stormwater drainage system, including major nullahs such as Hospital Nullah, Dhobi Nullah, and Lengrijan Nullah. Additional components include traffic safety enhancements, pedestrian-friendly infrastructure (e.g., access planks), solid waste management improvements, and utility integration to create a holistic urban development approach.

Scope of Land Acquisition and Resettlement Impacts: Implementation of this subproject will not require permanent land acquisition, physical displacement, or the loss of private structures or assets. All proposed civil works are limited within the existing government-owned Right of Way (ROW), with widths ranging from approximately 3 meters to 12 meters, as confirmed through the Detailed Project Report (DPR), field verification, and consultation with ULB officials.

The subproject will not entail permanent land acquisition, physical displacement, or impacts on private land and assets. However, subproject implementation is expected to result in temporary livelihood impacts on 26 roadside vendors and hawkers operating within the right-of-way (ROW) of government roads and land, particularly along Road DM-RD-9 located in the primary commercial market area of Dimapur. These impacts are associated with temporary restrictions on access during construction activities. In accordance with the requirements of the Asian Development Bank Safeguard Policy Statement (SPS), 2009, appropriate mitigation and livelihood restoration measures have been incorporated into this Resettlement and Indigenous People's Plan to address the temporary impacts.

Socioeconomic Profile, Resettlement Impacts, and Vulnerability: A baseline socioeconomic survey was conducted in March 2024 as part of the project's feasibility and project readiness activities. The survey covered 675 households as part of feasibility study, representing approximately 2.4% of the total households of Dimapur as per the Census 2011. The survey assessed urban infrastructure conditions, service gaps, road and drainage-related issues, and community perceptions regarding urban development priorities.

Subsequently, transect walks, preliminary inventory surveys, stakeholder consultations, and a vendor census were conducted on 30 January 2026 for all nine road corridors based on the available preliminary design. The assessment identified 26 roadside vendors and hawkers, including 08 women vendors, with 79 family members (42 males and 37 females) operating primarily along Road DM-RD-9, which passes through the principal commercial market area

of Dimapur. Out of 26 affected households, 11 households (33 family members) are identified as vulnerable; 02 women headed households (02) are identified with multiple vulnerabilities, 03 elderly headed households, and 06 scheduled tribe households. The average daily income of the affected businesses is calculated as ₹563 per day which is more than the prevailing daily minimum wages rate of Government of Nagaland.

The affected vendors are predominantly informal mobile operators engaged in small-scale commercial activities such as sale of fruits and vegetables, street food items, footwear repair, sweets, jewelry, bags, belts, and mobile accessories. Since these vendors are mobile in nature and do not occupy fixed permanent locations, the final number of temporarily affected persons will be verified and updated through a Detailed Measurement Survey (DMS) and revalidation exercise prior to commencement of civil works in each road.

The temporary disruptions are expected to be short-term in nature, and are assessed to be for 26 days at any specific work location during the construction period. No permanent loss of livelihood, relocation, or loss of structures is anticipated. Overall, the Nagaland Urban Infrastructure Development Project (NUIDP) has been categorized as Category B for involuntary resettlement impact.

Indigenous Peoples: Scheduled Tribes (STs), primarily belonging to various Naga tribes, constitute a significant proportion of the population in Dimapur and represented approximately 41.3% of the surveyed households during the socioeconomic assessment. These communities are well integrated into the urban socioeconomic setting of Dimapur.

The subproject is not expected to result in any adverse impacts on Indigenous Peoples, except seven households (with 25 family members) out of total 26 affected persons identified during preliminary assessment of involuntary resettlement impact may face temporary livelihood loss for a period of 26 days due to proposed project work. All project activities are confined within the existing government-owned ROW and will not involve physical displacement, loss of land, restriction on access to natural resources, or impacts on cultural identity, customary institutions, or traditional livelihood systems.

The subproject is expected to generate positive benefits for Indigenous Peoples and ST households through improved road connectivity, reduction in waterlogging and flooding, enhanced access to markets and public services, and improved urban living conditions. This RIPP has been prepared to ensure continued meaningful consultation, culturally appropriate engagement, equitable participation, and inclusive benefit sharing in accordance with the requirements of the Asian Development Bank Safeguard Policy Statement (SPS), 2009.

Impact on Common Property Resources: The Social Impact Assessment, field verification, and DPR review confirmed that the subproject will not impact any common property resources (CPRs), including community facilities, religious structures, educational institutions, public utilities, or other socially significant assets. All civil works are proposed within the existing ROW and have been planned to avoid disruption to community infrastructure and public assets.

Consultation, Participation, and Grievance Redress Mechanism: Meaningful consultations were carried out with stakeholders, roadside vendors, community members, local residents, and vulnerable groups during project preparation and safeguard planning. A series of focus group discussions (FGDs), consultations, and stakeholder interactions were conducted in March 2024, involving 234 participants, including approximately 19.2% women participants. The consultations reflected broad community support for the subproject while also highlighting concerns related to temporary construction disturbances, traffic management, access disruption, and drainage-related issues.

A multi-tier Grievance Redress Mechanism (GRM) will be established and operationalized to address complaints and concerns related to land, access, livelihood impacts, construction disturbances, and safeguard implementation. The GRM will provide accessible entry points at community, PIU, and PMU levels and will ensure time-bound resolution, documentation, and transparency. Special attention will be given to ensuring accessibility of the mechanism for vulnerable groups, women, and affected vendors.

Policy and Legal Framework: This Resettlement and Indigenous People's Plan (RIPP) has been prepared in accordance with applicable national and state legal provisions and the requirements of the Asian Development Bank Safeguard Policy Statement (SPS), 2009.

Considering the special constitutional provisions applicable to Nagaland under Article 371A of the Constitution of India, which safeguard Naga customary laws, land ownership systems, and traditional social practices, the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 does not automatically apply unless specifically adopted by the Nagaland Legislative Assembly. Accordingly, the RIPP adopts principles of fairness, transparency, consultation, and livelihood protection consistent with national good practices while fully respecting the constitutional safeguards applicable in Nagaland.

The Entitlement Matrix includes provisions for addressing temporary economic impacts on roadside vendors in accordance with the principles of the Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014 and the Nagaland Street Vendors (Protection of Livelihood and Regulation of Street Vending) Rules, 2019. Additional support measures have been incorporated for vulnerable households and affected persons to ensure that no affected person is worse off due to temporary construction-related disruptions.

Institutional Arrangements and Monitoring: The Department of Urban Development (DUD), Government of Nagaland, is the Executing Agency (EA) for the project. Implementation support is provided through the Project Management Unit (PMU), Project Implementation Units (PIUs), Project Management and Design Supervision Consultants (PMDSC), and safeguard personnel responsible for implementation and monitoring of safeguard measures.

The implementation of resettlement and livelihood restoration measures will be synchronized with the civil works schedule to ensure that mitigation measures are implemented prior to the occurrence of impacts. Internal monitoring will be undertaken regularly by the PMU and PIU, while semi-annual safeguard monitoring reports will be submitted to Asian Development Bank for review and disclosure.

Resettlement Budget: The total estimated budget for implementation of the Resettlement and Indigenous People Plan is **₹15,07,647**. The budget includes provisions for livelihood assistance for temporarily affected vendors, additional assistance for vulnerable affected persons, consultation and disclosure activities, grievance redress operations, administrative and implementation support, and contingency provisions.

The budget has been prepared to ensure timely implementation of mitigation and livelihood restoration measures in accordance with the principles and requirements of the Asian Development Bank Safeguard Policy Statement (SPS), 2009, and to ensure that affected persons are adequately assisted during temporary construction-related disruptions.

I. INTRODUCTION

A. Background

1. The Government of Nagaland (GoN) has applied for financial assistance through the Department of Economic Affairs, Ministry of Finance, Government of India under the project readiness financing (PRF) facility from the Asian Development Bank–ADB in the form of a “loan” toward the cost of “India: Improving Readiness of Infrastructure Development Projects in Nagaland” (hereinafter referred as PRF Project). The purpose of the PRF loan is to prepare investment ready integrated infrastructure projects for urban sector components in district headquarter towns (DHTs) in Nagaland. The main outcome under the PRF would be:

- (i) preparation of an urban strategy for integrated infrastructure development across 12 DHTs¹, with 8 DHTs² included in Phase I;
- (ii) improved readiness of prioritized projects in the identified urban areas (amongst 8 DHTs, covering key economic/border trade centers), leading to increased external/donor investments in infrastructure projects; and
- (iii) faster and more efficient development of infrastructure projects, better management of infrastructure assets, and strengthened capacity of urban development, municipal affairs, and public health engineering agencies to deliver urban infrastructure services.

2. The expected outcomes of the project include the development of an integrated urban vision or policy, strategic planning, and subproject prioritization. It aims to enhance project readiness through feasibility studies, preparation of detailed project reports (DPRs), and other preparatory activities. Additionally, the project seeks to strengthen the institutional capacity of relevant Government of Nagaland (GoN) agencies to effectively plan, implement, manage, and ensure the sustainability of investments. Urban Development Department (UDD), Government of Nagaland, and Directorate of Urban Development (DUD), including Directorate of Municipal Affairs (DMA) and Public Health Engineering Department (PHED), and ADB will support delivery of following PRF. The key outputs are as listed below:

- (i) **Output 1: Sector strategy and city investment plans prepared.** 1a. supporting improved urban infrastructure plans by preparing and/or strengthening urban strategy, city investment plans and action plans for integrated development of infrastructure in 12 DHTs; 1b. developing a prioritization matrix with multiple indicators to assess and prioritize the infrastructure components under urban sector; and; 1c. phasing investments in prioritized urban areas for the ensuing subproject(s).
- (ii) **Output 2: Feasibility study, detailed engineering designs, and due diligence of priority subprojects completed.** Indicative components: 2a. undertaking necessary feasibility studies and detailed engineering design tasks for the preparation of detailed project reports; 2b. conducting due diligence to cover the technical, economic, financial, environmental and social safeguard, gender equality and social inclusiveness, impact of coronavirus disease (COVID-19), and climate change and disaster risk aspects of the priority subprojects; 2c. undertaking project procurement risk/ capacity assessment, strategic procurement study (including contract management support requirement assessed, and contract management plans prepared) to identify contract packaging with suitable contract modalities, procurement plans, and bid documents;

¹ (i) Kohima (also State Capital); (ii) Dimapur; (iii) Mokokchung; (iv) Wokha; (v) Tuensang; (vi) Zunheboto; (vii) Mon; (viii) Phek; (ix) Peren; (x) Kiphire; (xi) Longleng; and (xii) Chümoukedima

² i) Kohima (also State Capital); (ii) Dimapur; (iii) Chümoukedima (iv) Mokokchung; (v) Wokha; (vi) Tuensang; (vii) Zunheboto; (viii) Mon

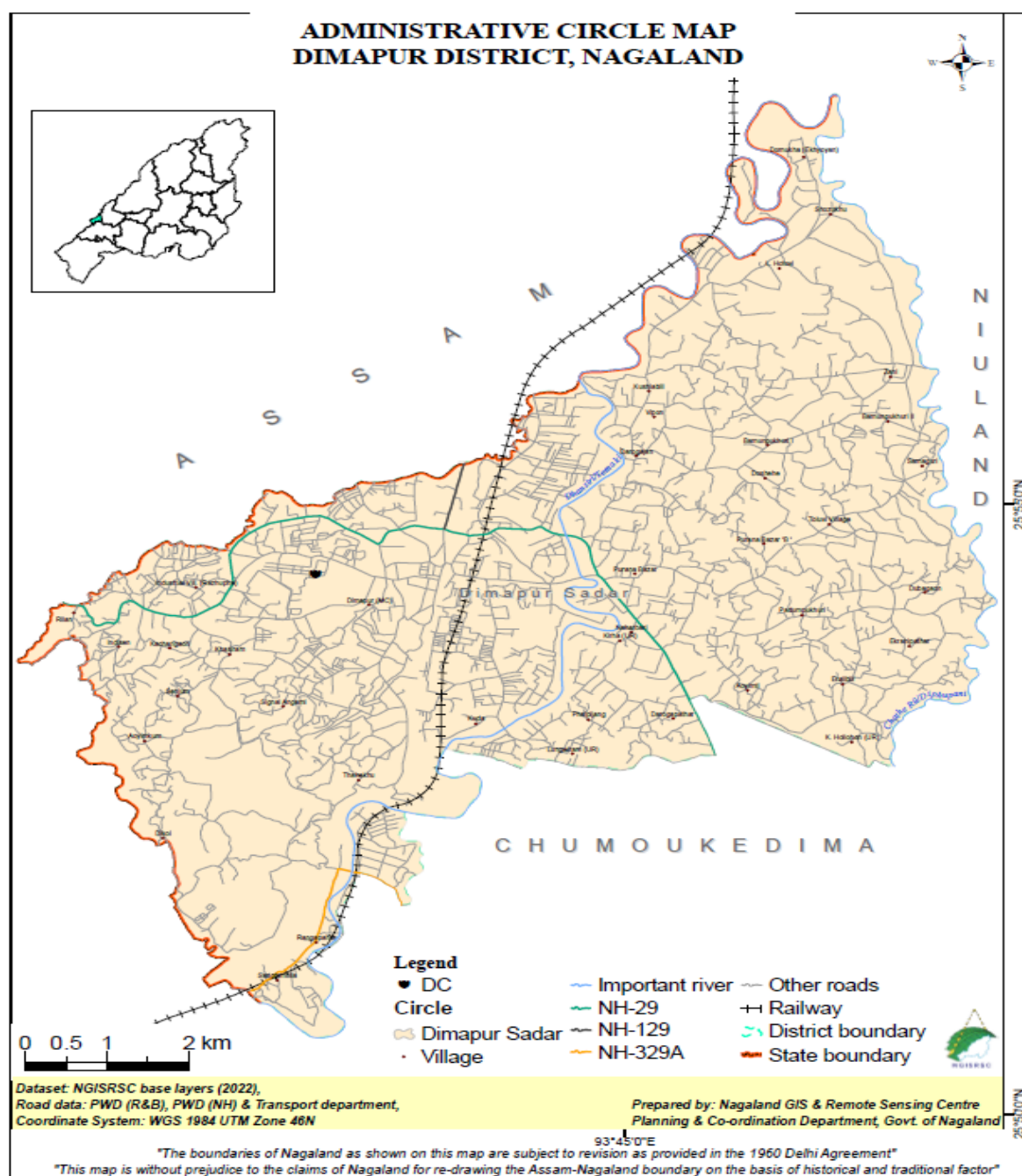
- (iii) **Output 3: Institutional capacity developed.** Indicative components: 3a. carrying out an institutional and organizational review to determine the project pre-implementation capacity building activities for the executing and implementing agencies of the ensuing project(s) in areas such as safeguards, procurement, gender equality and social inclusion, financial management, and contract management; 3b. establishing institutional mechanisms and processes for undertaking investment-ready infrastructure projects; 3c. reviewing institutional and financial capacities for planning, implementation and operation and maintenance practices in both the state level institutions as well as at the urban local body level; 3d. review municipal finance and financial management status at the ULB level; 3e. prepare strategy for institutional and financial strengthening, including augmenting own source revenue through tax and non-tax reforms at the ULB level, keeping in view the socio-political scenario in the state (short-term/ medium-term/ long-term); 3f. suggest governance performance requirements/ framework in terms of outlining requisite reform actions and the scope of the institutional strengthening component for the ensuing project(s) to ensure the sustainability of assets.

B. Description of Project Area

3. The proposed subproject is located in Nagaland, a landlocked state in northeast India bordered by Arunachal Pradesh to the north, Assam to the west, Manipur to the south, and Myanmar to the east. Situated between 25°06'–27°04' N latitude and 93°20'–95°15' E longitude, Nagaland has Kohima as its capital and Dimapur as its largest city and commercial center. The state is predominantly hilly, culturally rich, and strategically important due to its Indo-Myanmar border location

4. Dimapur, the largest city and municipality in Nagaland, lies in the southwest along the Dhansiri River and covers 927 sq. km of mostly flat, alluvial plains sloping south to north. It borders Kohima District to the east and south and Assam to the west. A key transport hub, Dimapur is connected by NH-29, NH-36, and NH-37, and hosts Nagaland's only airport and railway station, linking it to Guwahati and Kolkata. Geologically, it lies in the seismically active Zone VI, near the Naga Thrust zone, and is underlain by the Surma Group, the Tipam Group, and Quaternary sediments, making it prone to frequent earthquakes. The region also faces landslide hazards during monsoons—especially in Paglapahar—and recurrent flooding in low-lying areas due to heavy rainfall (~1,500 mm annually) and inadequate drainage.

Figure 1 : Geographical Location of Dimapur District



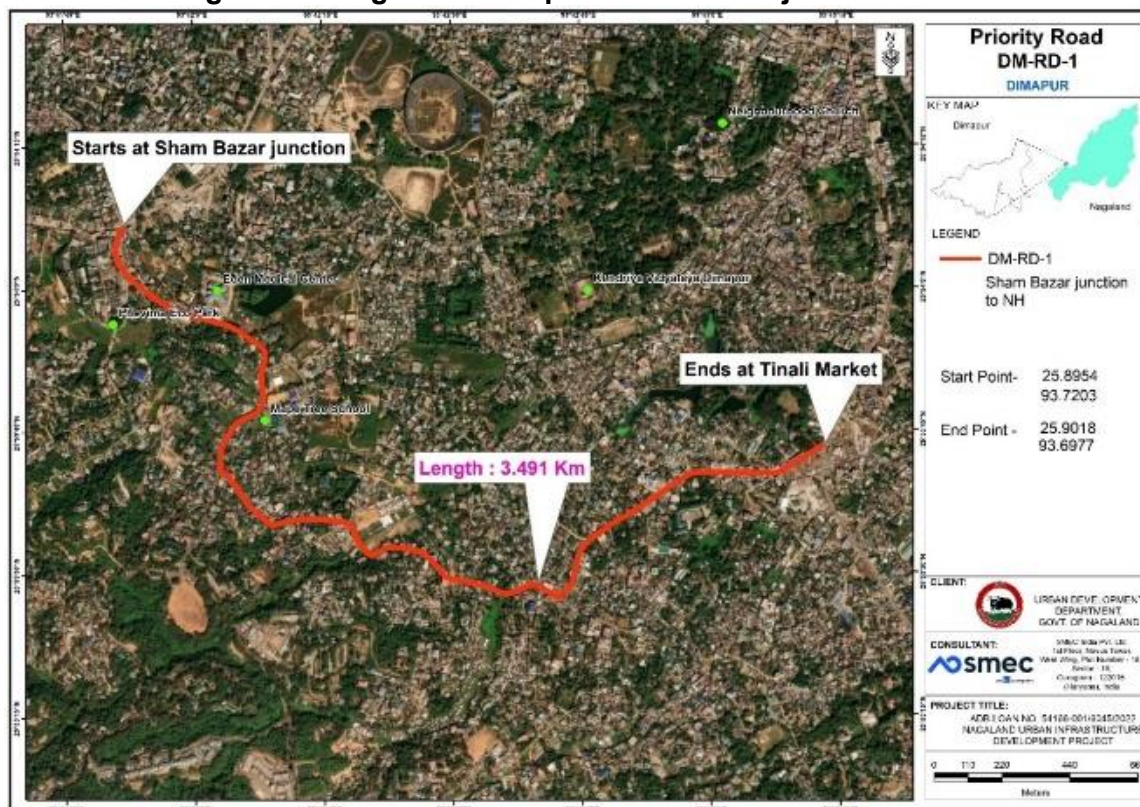
Source - Nagaland GIS & Remote Sensing Centre Planning & Co-ordination Department, Govt. of Nagaland

C. Existing Urban Road Situation

5. A total of 9 roads have been identified for improvement within the Dimapur Municipal Council area, totaling 12.732 km.

6. **Sham Bazar junction to Tinali market.** The road stretchspanning 3.491 km from Sham Bazar Junction (NH-129A) near the Nagaland Pollution Control Board to Tinali Market as variable carriageway width and a Poor road conditions, including potholes and surface deterioration, further hinder smooth traffic flow, while inadequate drainage, especially near Sham Bazar, leads to waterlogging during the monsoon season.

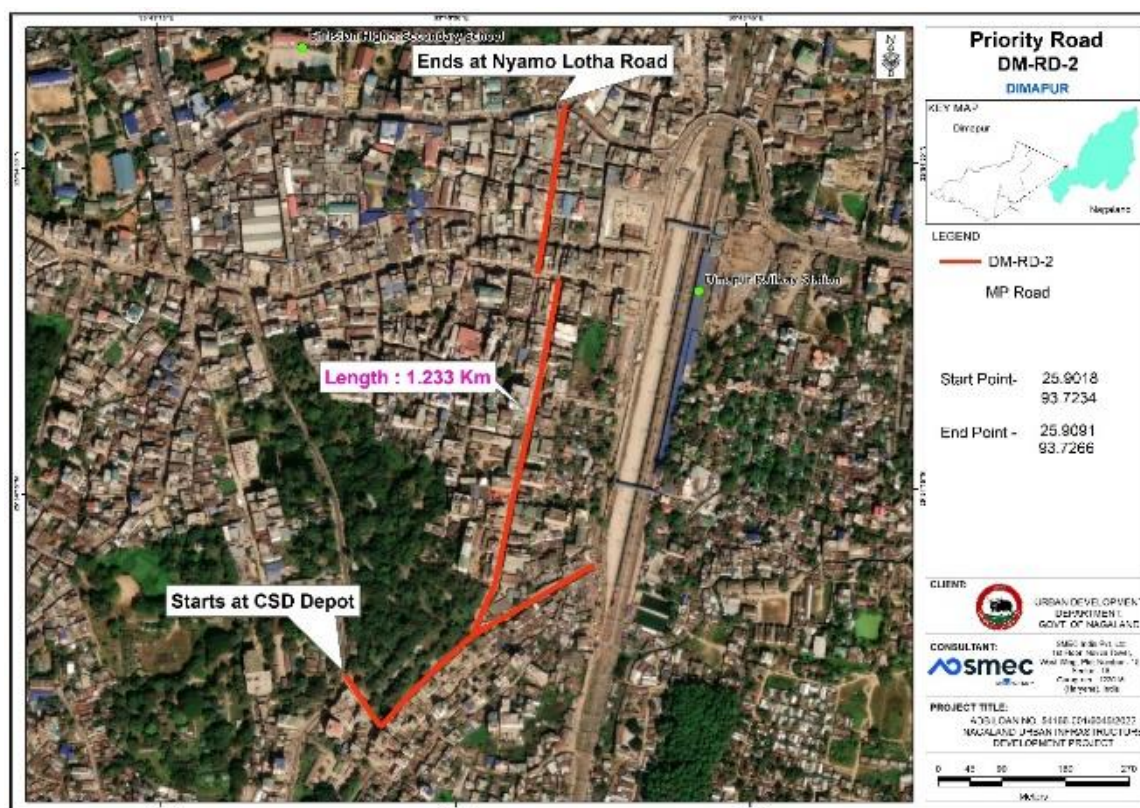
Figure 2: Google Earth Map of Sham Bazar junction to NH



Source: DPR September-2026

7. **MP Road.** This 1.233 km road stretch, starting from NH-129A near CSD Depot and ending at Nyamo Lotha Road near the railway station, has a Bituminous Concrete pavement with a variable carriageway width. Additionally, inadequate drainage causes frequent waterlogging during the monsoon, leading to traffic disruptions, road damage, and health hazards.

Figure 3: Google Earth Map of MP Road



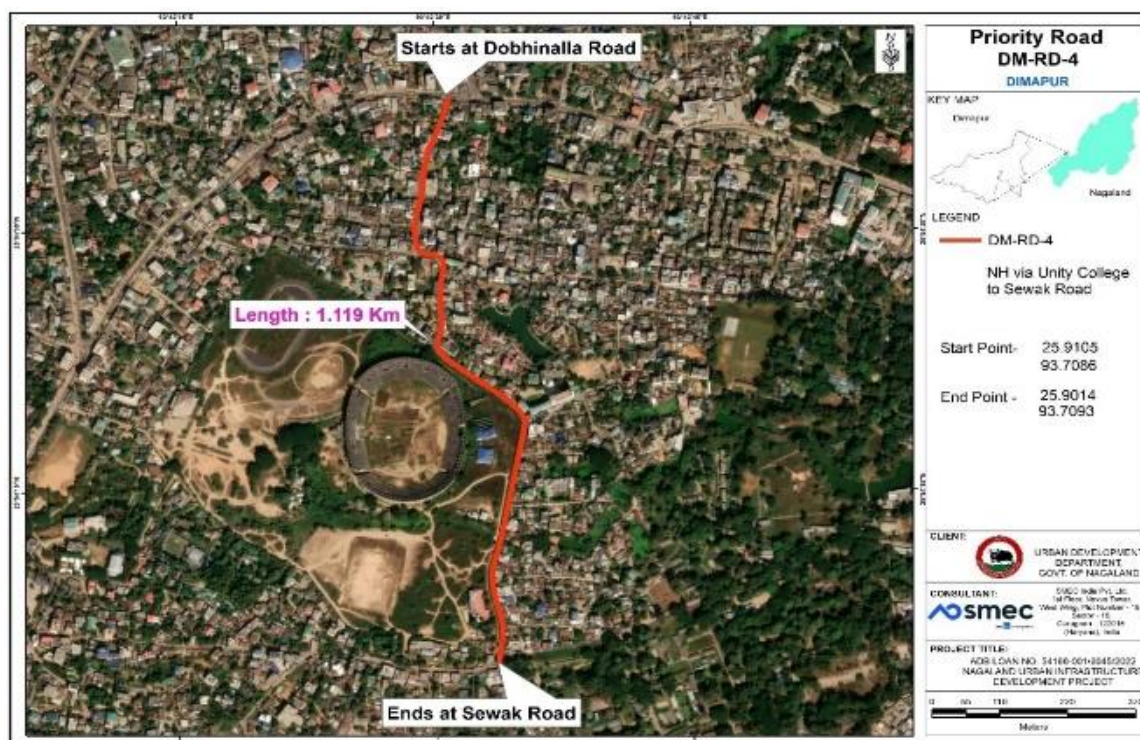
Source: DPR September-2026

8. **Circuit House to Nagarjan via Science Centre.** The 1.160 km road stretch, beginning at the T-junction near the road to Circuit House and ending at Nagarjan Road near Kin Enterprise Decathlon, has a Bituminous Concrete pavement. Poor road conditions, including potholes and inadequate maintenance, contribute to traffic delays and vehicle damage. Additionally, insufficient drainage leads to waterlogging during monsoons, further disrupting traffic and posing health and infrastructure risks.

Figure 4: Google Earth Map of Circuit House to Nagarjan via Science Centre Road

9. **NH via Unity College to Sewak Road.** The 1.119 km road stretch, starting at Dhobinalla Road near Dental Touch & Facial Aesthetics and ending at Sewak Road near Holy Trinity Catholic Church, has a Bituminous Concrete pavement with a carriageway width varying from 3.20 m to 9.20 m and earthen shoulders of 0.50–1.00 m on both sides. Poor surface conditions with potholes and inadequate maintenance worsen traffic delays and increase the risk of vehicle damage. Additionally, insufficient drainage causes waterlogging during monsoons, further disrupting traffic flow and posing health and structural hazards.

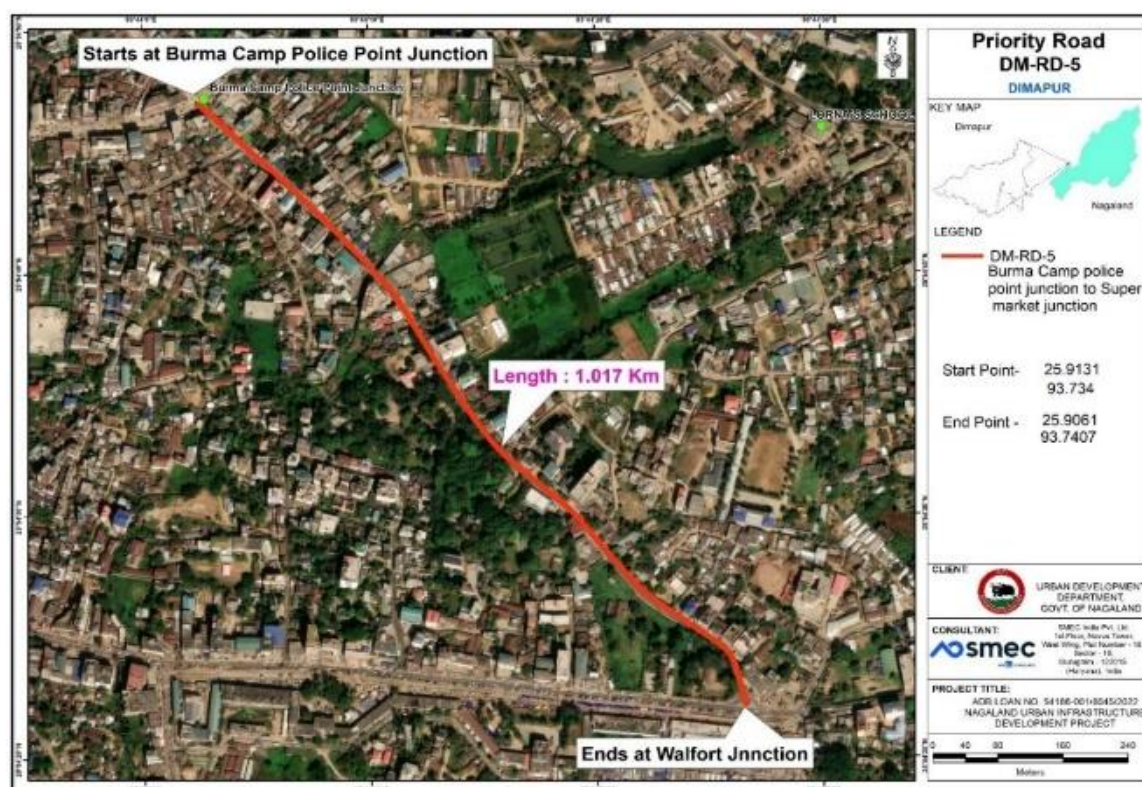
Figure 5: Google Earth Map of NH via Unity College to Sewak Road



Source: DPR September-2026

10. **Burma Camp police point junction to Super Market Junction Road.** The 1.017 km road stretch begins at the T-junction with NH-229 near Burma Camp Police Point and ends at the Y-junction with RD-13B near Hotel Saramati. The road with variable carriageway width and earthen shoulders of 0.75 to 1.00 m on both sides. The absence of dedicated footpaths further exacerbates safety concerns, forcing pedestrians to share space with vehicles and increasing the risk of accidents, thereby contributing to traffic delays.

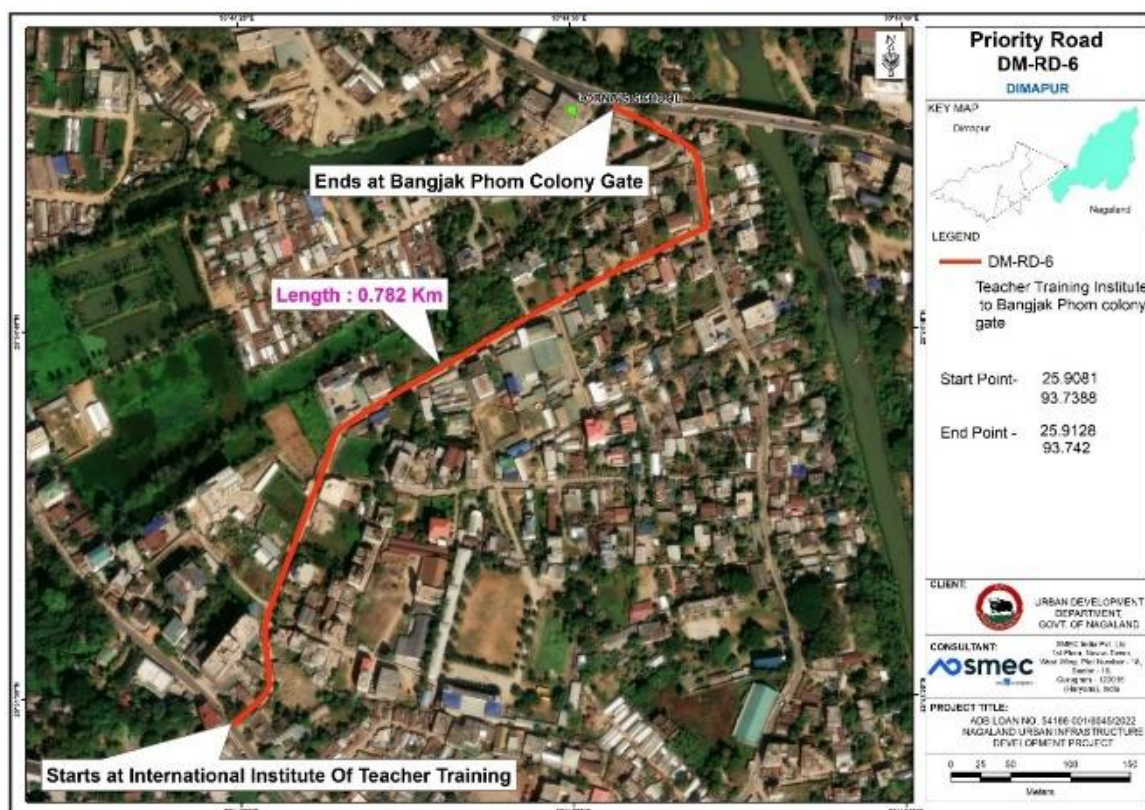
Figure 6: Google Earth Map of Burma Camp police point junction to Super Market Junction Road



Source: DPR September-2026

11. **Teacher Training Institute to Bangjak Phom colony Gate Road.** The selected 0.782 km road stretch begins at the T-junction with DM-RD-5 near the International Institute of Teacher Training and ends at the Y-junction with NH-29 near Bangjak Phom Colony Gate. The carriageway width ranges from 4.0 m to 5.6 m, with earthen shoulders on both sides varying between 1.00 m and 1.25 m. Additionally, the lack of dedicated footpaths forces pedestrians to walk alongside vehicles, heightening safety risks and further aggravating traffic congestion.

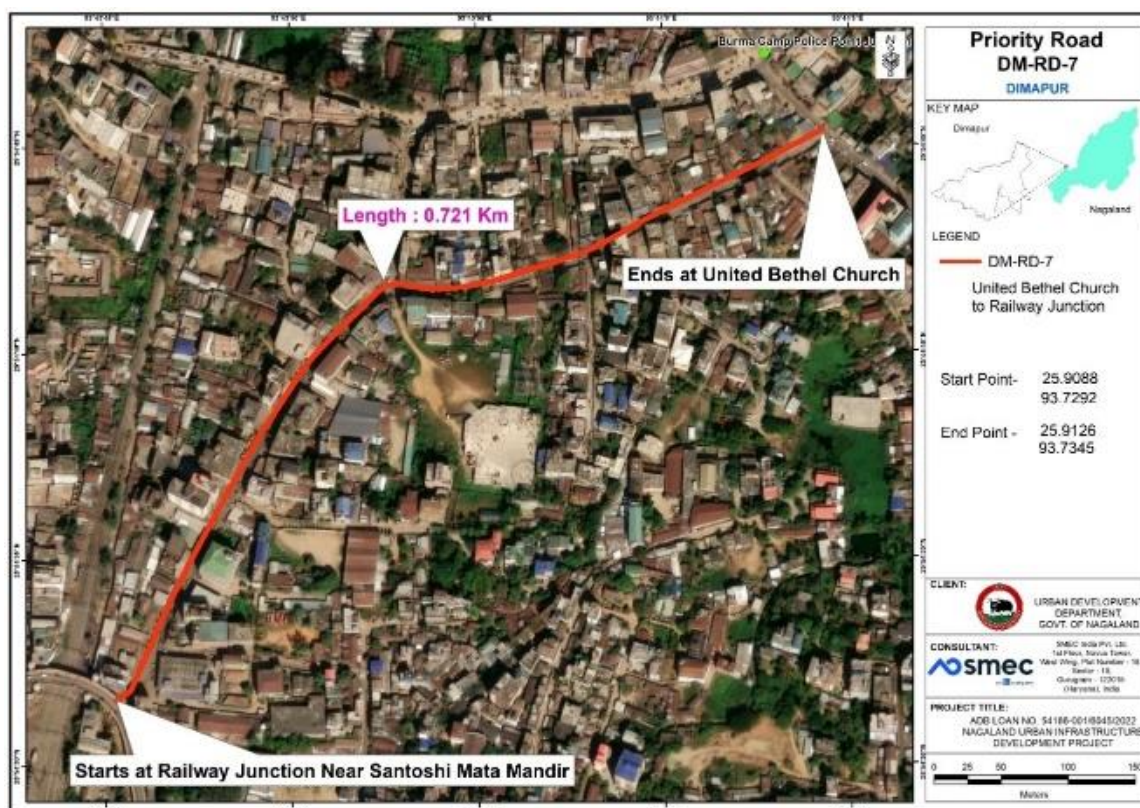
Figure 7: Google Earth Map of Teacher Training Institute to Bangjak Phom colony Gate Road



Source: DPR September-2026

12. **United Bethel Church to Railway Junction Road.** The 0.721 km selected road begins at the T-junction with Walford Road near United Bethel Church and ends at the Y-junction near Dimapur Railway Station below the flyover. The carriageway width ranges from 5.9 m to 9.6 m, with earthen shoulders on both sides varying between 0.75 m and 1.25 m. Additionally, potholes and uneven surfaces cause discomfort for commuters and can damage vehicles.

Figure 8: Google Earth Map of United Bethel Church to Railway Junction Road



13. **Half Nagarjan Junction to Purana Bazar Junction Road.** The 1.379 km road stretch, running parallel to Supermarket Lane Road, starts at the T-junction with Half Nagarjan Road near Xykai Tech and ends at Purana Bazar Junction. It has a carriageway width of 9.3-11.0 m, with earthen shoulders (1.0–2.0 m) on both sides and an uncovered brick drain on the LHS, 0.58–0.75 m wide in some sections. Pavement defects, such as potholes and uneven surfaces, cause discomfort and potential vehicle damage, further affecting traffic flow.

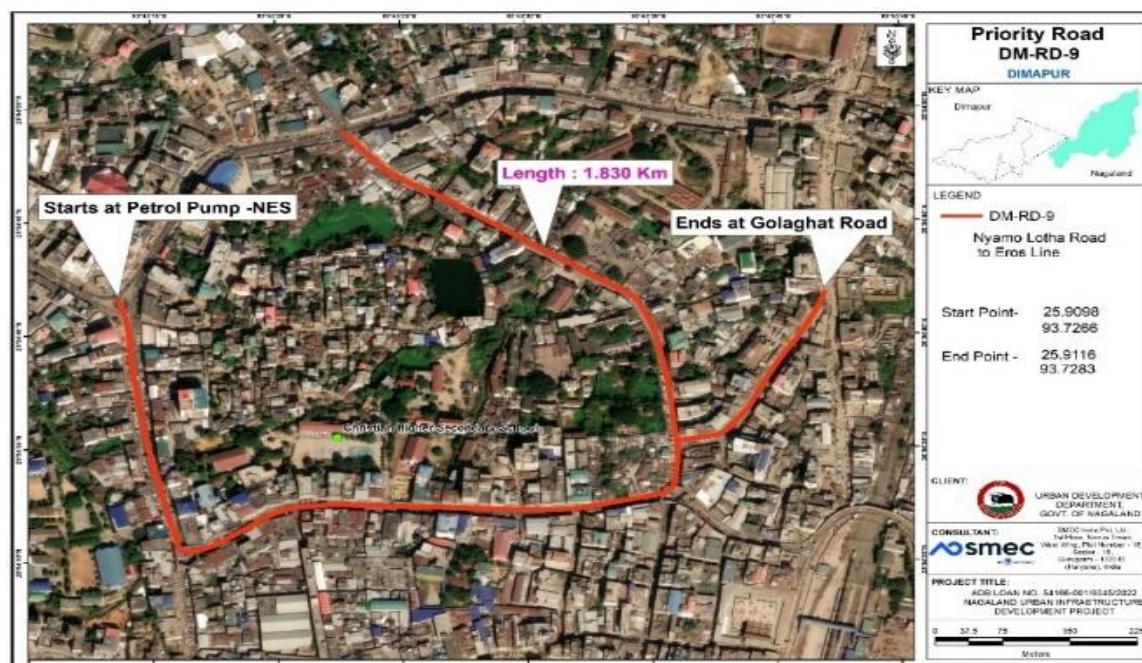
Figure 9: Google Earth Map of Half Nagarjan Junction to Purana Bazar Junction Road



Source: DPR September-2026

14. **Nyamo Lotha Road to Eros Line Road.** The selected 1.830 km road, beginning at the Y-junction with NH-229 near Bharat Petrol Pump – NES Dimapur City and ending at the T-junction with NH-229 near Circular Road Police, has a variable carriageway width. It features bituminous concrete pavement and earthen shoulders on both sides, varying from 1.0 m to 2.0 m.

Figure 10: Google Earth Map of Nyamo Lotha Road to Eros Line Road



Source: DPR September-2026

15. The photographs of existing roads of Dimapur is presented in **Appendix 1**.

D. Proposed Project

i Road infrastructure

16. The proposed urban road development in Dimapur aims to enhance mobility, safety, and accessibility through uniform carriageways, upgraded roadside drains, organized parking, improved pedestrian facilities, and better bus stops. Plans include geometric corrections for safety, landscaping and streetscaping for aesthetics, upgraded street lighting, designated vending zones, and installation of traffic signs and road markings. Additional features such as street furniture, accessible ramps, and improved staircases in hilly areas will ensure inclusivity. Overall, the proposal seeks to improve traffic flow, safety, and the town's livability. The details of these selected roads are presented in the table below.

Table 1: Proposed roads in Dimapur Town

SI No.	Name of Road	Length (Km)	Existing RoW(m)	Proposed Carriageway Width(m)	Proposed Drain / Footpath
1	Sham Bazar junction to NH	3.491	4.1-14.0	3.0-7.0	LHS/RHS Drain Cum Footpath
2	MP Road	1.233	4.2-14.6	3.5-5.5	LHS/RHS Drain Cum Footpath

SI No.	Name of Road	Length (Km)	Existing RoW(m)	Proposed Carriageway Width(m)	Proposed Drain / Footpath
3	Circuit House to Nagarjan via Science Centre	1.160	4.0 - 13.4	3.75-5.5	LHS/RHS Drain Cum Footpath
4	NH via Unity College to Sewak Road	1.119	5.0-8.0	4.5	RHS Cover Drain
5	Burma Camp police point junction to Super market junction	1.017	4.6 - 12.5	5.0	RHS Drain Cum Footpath
6	Teacher Training Institute to Bangjak Phom colony gate	0.782	4.6 - 12.0	3.5	LHS/RHS open drain
7	United Bethel Church to Railway Junction	0.721	10.0 - 29.0	7.0	RHS Drain Cum Footpath
8	Half Nagarjan Junction to Purana Bazar Junction	1.379	6.5 - 11.0	7.5-8.0	LHS Footpath Cum Drain + RHS Cover Drain
9	Nyamo Lotha Road to Eros Line	1.830	7.4 - 19.6	7-11	BHS Exist. Drain Cum Footpath Retain
	Total	12.732			

Source- DPR of Dimapur Urban Roads

17. The proposed carriageway widths for selected roads in Dimapur have been planned to maximize efficient traffic flow while avoiding land acquisition costs. Where land is available, roads will be widened to meet traffic demand and improve pedestrian safety; in densely built-up areas, widths will be optimized to fit existing space. Pedestrian facilities and drainage systems are included even in constrained areas. Based on engineering studies, ground conditions, and standards, proposed carriageway widths are 3.0m, 3.5m, 4.5m, 5.0m, 5.5m, 7.0m, 7.5m, 11.0m, and 12.0m.

18. The project involves upgrading 12.732 km of existing roads, currently in poor condition and varying in width from 3.0 to 12.0 meters, in accordance with relevant IRC guidelines (IRC:37–2018, IRC:SP:20–2002, IRC:SP:42–2014, and IRC:SP:122–2017). The improvement works will include the provision of bituminous pavement with proper camber, strengthened base and sub-base layers, and sealed surfaces. Climate-resilient design features—such as adequate roadside drainage and improved cross-sections—will be incorporated to effectively manage intense rainfall events and minimize potential resettlement impacts.

ii Traffic Safety Enhancements

19. To strengthen traffic safety, the project incorporates segregation of activities by separating pedestrian and vehicular traffic through dedicated lanes and pathways, reducing conflicts and accidents. Safe pedestrian crossings with clearly marked zebra crossings and traffic signals will be installed at key junctions, such as Sham Bazar and Walfort Junction. Adequate road markings, including lane dividers and directional arrows, will improve navigation, while designated lay-byes and parking slots scooped on roadsides will manage vehicle parking efficiently, reducing congestion. An appropriate signage system, including reflective signs, delineators, and traffic calming measures like speed bumps, will be installed to enhance visibility and safety, particularly in high-traffic areas like Sham Bazar and MP Road, as outlined in the DPR.

iii Pedestrian Infrastructure

20. Universally accessible pedestrian pathways will be developed along the roads, featuring sit-out spaces for community interaction, landscaping with native plants to enhance aesthetics, and channelizing tools such as bollards, planters, ramps, and kerb-ramps to ensure accessibility for persons with disabilities, elderly individuals, and children. These pathways are designed to create an active public realm, promoting walkability, fostering social cohesion, and enhancing the functional and aesthetic appeal of Dimapur's urban environment, as per the DPR.

iv Street Elements:

21. The project integrates designated vending spaces to accommodate approximately 50–100 roadside vendors, ensuring they can continue operations during and after construction without significant loss of income. Bus stops, refuge areas for pedestrian safety during crossings, and street furniture (e.g., benches, waste bins, street lighting) will be installed to enhance public spaces. Existing trees along roadsides will be preserved to maintain environmental and aesthetic value, aligning with community preferences for green urban spaces expressed during consultations, as detailed in the DPR.

v Roadside Drainage Systems:

22. The project includes the construction of RCC drains featuring covered RCC slabs that double as paved pedestrian walkways, enhancing accessibility and maximizing space utilization within the ROW. Gratings and catch-pits are included to facilitate runoff ingress, with appropriate slopes in the carriageway to streamline water flow into the drains, preventing choking from solid waste and ensuring efficient drainage during monsoons. Secondary drains will connect to the primary stormwater drainage system, reducing flood risks in vulnerable areas like Burma Camp and Nagarjan, as specified in the DPR.

23. Roadside drainage has been designed to accommodate peak hydraulic flow in accordance with IRC:SP:42–2014, ensuring effective runoff management and prevention of erosion. The design includes enlarged drain sections, gratings for safe and efficient water conveyance, and covered drains in major stretches to minimize blockages caused by solid waste. The road-wise proposed drainage details are provided in Table 2.

24. Embankment and drainage protection will include turfing, vegetation, and gabion mattresses, along with robust retaining walls made with OPC 43 grade cement, weepholes for pore water drainage, and channels to divert excess water.

25. **Construction methodology.** Drainage systems in Dimapur face accessibility constraints due to limited Right-of-Way (RoW), urban development, and encroachment from adjacent structures and vegetation. These conditions restrict the maneuverability of heavy construction machinery, particularly for earthwork and drain excavation. Consequently, manual excavation is adopted as the primary construction methodology, utilizing hand tools and skilled labor to achieve precision in confined working environments where mechanized equipment cannot operate efficiently. While this labor-intensive approach increases manpower requirements and may extend construction timelines, it offers better control over excavation accuracy, reduces the risk of structural damage to nearby utilities and buildings, and minimizes disturbance to the surrounding urban fabric.

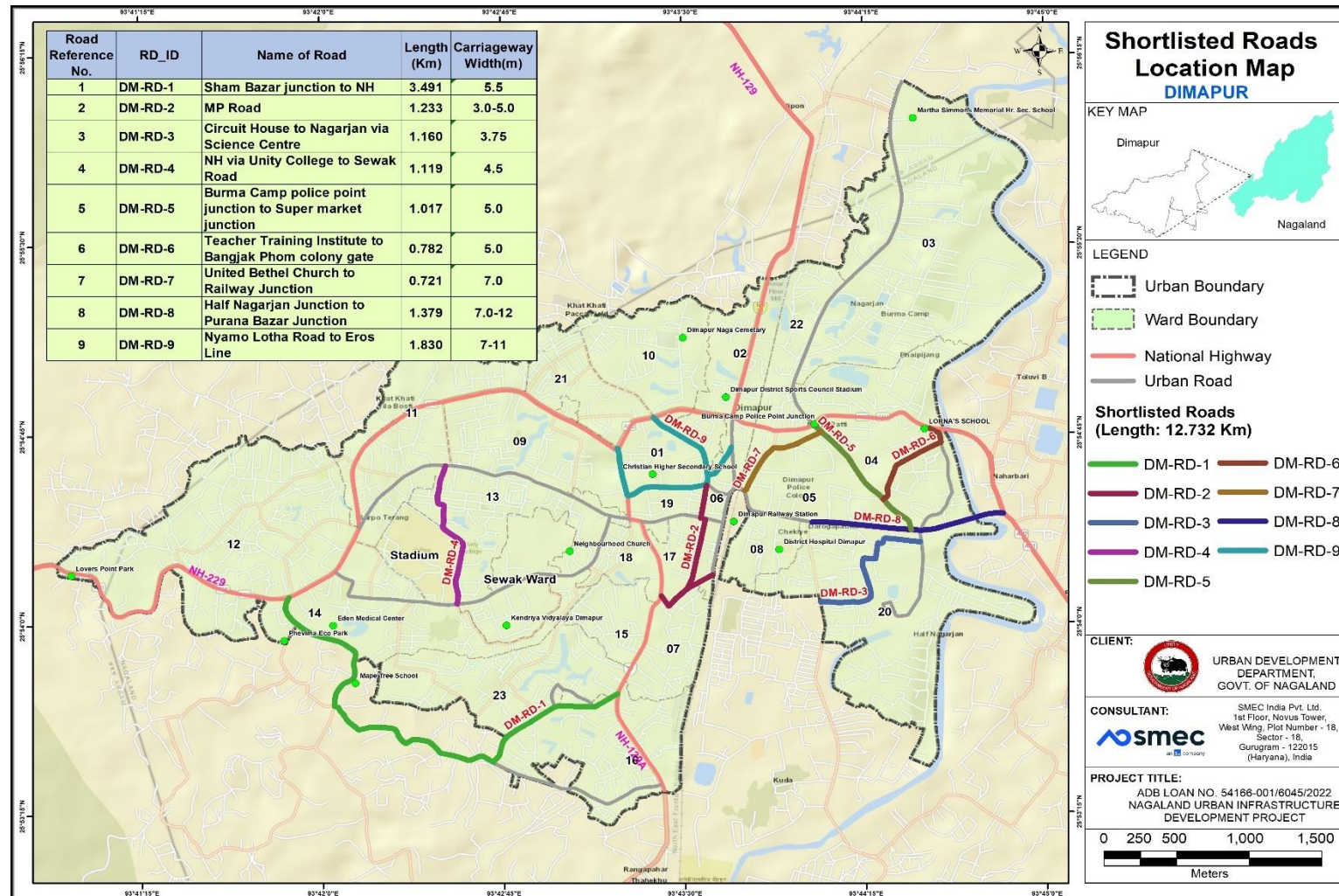
26. **Reinforcement and Concreting Challenges.** Reinforcement placement in urban environments in Dimapur is generally manageable, as steel fixing is largely performed manually, allowing accurate bar placement even within narrow and irregular drain sections. However, greater technical challenges are associated with formwork and concreting works.

Formwork erection is constrained by uneven, waterlogged, and weak subgrade conditions, which can affect alignment, level control, and form stability. Concreting, typically carried out through manual placement, limits productivity and makes it difficult to achieve consistent compaction, proper finishing, and effective curing, particularly in deep or continuous drain stretches. Intermittent or manually mixed concrete also increases the risk of segregation, honeycombing, and cold joints, thereby affecting structural continuity and overall construction quality.

27. **Boom Pump Utilization.** The use of boom pumps provides an effective engineering solution for concreting in restricted urban drain corridors by enabling direct, controlled placement of ready-mixed concrete over obstructions and within confined spaces. This method improves placement efficiency, compaction quality, surface finish, and continuity, while significantly reducing manual handling, construction time, and the risk of cold joints in deep and elongated drain sections.

28. The adoption of precast Field Tunnel (FT) flumes or high-strength precast RCC elements offers a technically superior alternative to cast-in-situ construction. Manufactured under controlled conditions, these elements ensure uniform strength, dimensional accuracy, and durability. Their rapid installation minimizes onsite shuttering, curing, and labor requirements, enhances construction safety, and provides improved hydraulic performance and long-term maintainability of urban drainage systems.

Figure 11: Proposed Road Network Layout for of Dimapur Town



Source- DPR of Dimapur Urban Roads

Table 2: List of Proposed Roads and Drainage in Dimapur Town

S. No.	RD-ID	Name of Road	Start Point	Start Lat	Start Long.	End Point	Start Lat	Start Long	Length (km)	Available Land Width/ ROW (m)	Proposed Carriage way Width(m) ³
1	DM-RD-1	Sham Bazar junction to NH	Sham Bazar junction	25.8954	93.7203	Tinali Market	25.9018	93.6977	3.491	4.0 - 13.4	3.0 - 7.0
2	DM-RD-2	MP Road	CSD Depot	25.9018	93.7234	Nyamo Lotha Road	25.9091	93.7266	1.233	5.0-8.0	3.5 - 5.5
3	DM-RD-3	Circuit House to Nagarjan via Science Centre	Circuit House	25.9053	93.7413	Half Nagarjan Junction	25.9014	93.7344	1.160	4.6 - 12.5	3.75 - 5.5
4	DM-RD-4	NH via Unity College to Sewak Road	Dobhinalla Road	25.9105	93.7086	Sewak Road	25.9014	93.7093	1.119	4.6 - 12.0	4.5
5	DM-RD-5	Burma Camp police point junction to Supermarket junction	Burma Camp Police Point Junction	25.9131	93.734	Walfort Junction	25.9061	93.7407	1.017	10.0 - 29.0	5
6	DM-RD-6	Teacher Training Institute to Bangjak Phom colony gate	International Institute of Teacher Training	25.9081	93.7388	Bangjak Phom Colony Gate	25.9128	93.742	0.782	6.5 - 11.0	3.5
7	DM-RD-7	United Bethel Church to Railway Junction	Railway Junction Near Santoshi Mata Mandir	25.9088	93.7292	United Bethel Church	25.9126	93.7345	0.721	7.4 - 19.6	7
8	DM-RD-8	Half Nagarjan Junction to Purana Bazar Junction	Half Nagarjan Junction	25.9067	93.7338	Purana Bazar Junction	25.9072	93.7471	1.379	12.6 - 18.7	7.0 - 7.5
9	DM-RD-9	Nyamo Lotha Road to Eros Line	Petrol Pump NES	25.9098	93.7266	Golaghat Road	25.91163	93.7283	1.830	10.8 - 15	7.0 - 10.0*

Source: DPR September-2026

³ DPR September-2026 and confirmation from Road Design Team (PDMC)

E. Objective of Resettlement and Indigenous People Plan

29. This draft Resettlement and Indigenous People Plan is prepared to address the potential involuntary resettlement impacts due to the construction of proposed project components for improving the present condition of the existing roads and drains of Dimapur and is consistent with the national laws and ADB's Safeguard Policy Statement (SPS) 2009 and to meet the following objectives:

- (i) To describe the identified scope and extent of land acquisition and involuntary resettlement impacts because of identified project components and address them through appropriate recommendations and mitigation measures in the Resettlement and Indigenous People Plan;
- (ii) To present the socio-economic profile of the population in the project area, identify social impacts, including impacts on the poor and vulnerable, and the needs and priorities of different sections of the population, including women, poor and vulnerable;
- (iii) To describe the likely economic impacts and identified livelihood risks of the proposed project components;
- (iv) To describe the process undertaken during project design to engage stakeholders and the planned information disclosure measures, and the process for carrying out consultation with affected people and facilitating their participation during project implementation;
- (v) To establish a framework for grievance redress for affected persons that is appropriate to the local context in consultation with stakeholders;
- (vi) To describe the applicable national and local legal framework for the project and define the involuntary resettlement policy principles applicable to the project;
- (vii) To define entitlements of affected persons and assistance and benefits available under the project;
- (viii) To present a budget for resettlement and define institutional arrangements, implementation responsibilities and implementation schedule for resettlement implementation; and
- (ix) To describe the monitoring mechanism that will be used to monitor the Resettlement and Indigenous People Plan implementation.

F. Measures to avoid and minimize the Involuntary Resettlement Impacts:

30. To avoid and minimize the involuntary resettlement impacts, the NUIDP, for augmentation and development of all the project components and construction of roads and drains, proposes to use the government-owned land and existing right of way (ROW) belonging to Dimapur Municipal Council. The project will take the following measures to avoid livelihood impact to the possible extent in busy market areas and on permanent shops, hawkers and vendors: (i) announcement of proposed civil works in advance; (ii) providing safe spaces for access over the tranches; (iii) provide access to shops and residences or other buildings along alignments by providing wooden planks, metal sheets and ramps with handrails; (iv) increased workforce to finish work quickly in areas with impacts on access; (v) phased construction schedule and working on one segment or one side of the road at a time; ensure management of traffic during the laying of the pipeline; (vi) work to be carried out during non-business hours to the extent possible; (vii) maximize the use of precast materials in commercial areas and narrow roads, where possible; and (viii) assistance to mobile vendors, if any present during construction, to shift nearby; (viii) provide necessary signages on safety and access arrangements.

- a. **Contractor's Responsibility in Impact Avoidance and Mitigation Measures to be adopted by the Project Contractors:** The following mitigation measures will be adopted by the project contractor to avoid involuntary resettlement, impacts on

indigenous peoples, and other social impacts. This RIPP will be part of the bid document. Construction works shall be carried out in commercial and market areas, near schools, colleges, and health care centers/hospitals at night; the Contractor shall provide prior intimation through their team to the local community, shop owners, and facilities about the start and tentative end date of construction work. The contractor shall submit the works plan in advance to PMU and PIU.

- b. Contractors are expected to be vigilant to avoid damage to public and private property during construction work. If any damage occurs to public and private property as a result of construction work, especially the movement of project machinery or excavation, damaged land, structures, and infrastructure shall be restored immediately to their former condition.
- c. Contractor to facilitate community liaison, consultations, including resolution of grievances through its Environment Health and Safety personnel or any other personnel responsible for community outreach and grievance redress.
- d. Given the project's location in an urban area, the contractor is expected to be vigilant about construction adjacent to habitations and residential areas, and to install proper hard barricades with signage around the proposed site to avoid accidents. The Contractor must deploy security personnel to prevent the entry of any person, including animals, to avoid accidents.
- e. The contractor will take measures to ensure proper access to properties is maintained throughout the construction period. For common property resources (CPRs), the contractor shall (a) undertake regular consultation with concerned CPR authorities/ temple committees, local residents and devotees in pre-construction phase and explain the work method and duration of proposed works, take their suggestions and comments and adhere to such mitigation measures as have been agreed upon; (b) undertake excavation and construction work in adjoining areas of CPR sites, in such a way to avoid any structural damage; (c) do take note of important dates of socio-cultural and religious occasions/festivals, and align scheduling of civil works in such a way to avoid any disturbance/hindrance during such occasions; and (d) take measures to ensure proper access in adequate numbers, provide proper signage, barricades etc. to protect public and devotees from dangers of construction works/accidents; special care should be taken near schools, ICDS/ Anganwadi centers, hospitals, (e) provide the necessary signages for safety and footpath rerouting arrangements, if any.

II.SCOPE OF LAND ACQUISITION AND INVOLUNTARY RESETTLEMENT

A. Land Acquisition and Involuntary Resettlement:

31. The Road and Drainage Subproject in Dimapur will not entail any land acquisition or permanent involuntary resettlement impacts. All proposed road and drainage improvement works will be carried out within the available Right of Way (ROW) of existing government roads and drainage corridors under the ownership and jurisdiction of the Department of Urban Development (DUD), Government of Nagaland, and other concerned government departments (**Appendix 2**). The proposed road improvement works cover approximately 12.732 km across nine roads (DM-RD-1 to DM-RD-9) with existing ROW widths ranging from approximately 4.0 meters to 29 meters. Similarly, the proposed stormwater drainage interventions (D1–D8) are confined within existing drainage alignments and municipal corridors. Verification through field surveys, GIS mapping, engineering design review, and departmental records confirmed that no private land acquisition is required for implementation of the subproject. The Executing Agency will provide documentary confirmation of ownership and availability of the ROW prior to the award of civil works contracts, and this confirmation will be updated in the RIPP.

32. The proposed subproject package will involve road improvement and strengthening works, traffic management measures, construction of roadside RCC drains and covered drains, rehabilitation and improvement of existing stormwater drainage systems, footpath and pedestrian access improvement works, drain lining, desilting, utility shifting where necessary, and restoration of pedestrian access. Construction activities will include excavation, earthwork, drainage construction, carriageway improvements, and temporary traffic diversion within the available ROW. It is assessed that the proposed works may result in temporary involuntary resettlement impacts, including temporary income loss and restricted access to roadside vendors and hawkers operating within portions of the ROW, particularly along Road DM-RD-9. The transect walk and socio-economic survey of affected businesses conducted on 30 January 2026 identified 26 non-titled roadside vendors and hawkers (79 family members) who may experience temporary disruption to their livelihoods during construction works (Appendix 4). The temporary disruption period at each site is expected to be short-term, with an estimated duration of approximately 26 days, depending on construction scheduling and site conditions.

33. It was observed that the affected vendors are primarily mobile and informal operators engaged in petty trade activities. Since these vendors are mobile and do not occupy fixed, permanent locations, the exact number of affected persons will be confirmed and updated through a Detailed Measurement Survey (DMS) and a revalidation survey prior to the commencement of civil works based on detailed design. The socio-economic details of affected persons, including vulnerability status and photographic documentation, are presented in the relevant appendices of this RIPP. None of the affected persons will be physically displaced from their present locations or permanently affected during project implementation. The construction works will be undertaken within the available ROW and existing drainage alignments. The proposed drains will generally involve open excavation and construction within the existing corridor and will be implemented in phases to minimize temporary access restrictions and livelihood disruptions. Out of 26 affected households, 11 are identified as vulnerable (33 family members).

34. No encroachment by permanent residential or commercial structures requiring demolition or removal has been identified during the transect walks, field verification, and socio-economic surveys. Similarly, no impacts on common property resources (CPRs), including community facilities, religious structures, educational institutions, or public utilities, have been identified under the subproject.

Table 3: Summary of Involuntary Resettlement Impact

Sl. No.	Details	Affected Persons/Entities	Remarks
1.	Permanent acquisition of private land	None	No permanent land acquisition is required, as all proposed road and drainage improvement works are confined within the existing government-owned Right of Way (ROW) and drainage corridors.
2.	Transfer from Government	None	All proposed works will be undertaken within the available ROW and existing drainage corridors under the ownership and jurisdiction of the Department of Urban Development (DUD), Government of Nagaland, and other concerned government departments. The Executing Agency will provide documentary confirmation regarding ownership and availability of ROW prior to the award of civil works contracts.
3.	Structure loss	None	No impacts on private residential or commercial structures have been identified during the transect walks and socio-economic surveys. All works are proposed within the existing ROW and drainage alignments.
4.	Permanent livelihood loss	None	Permanent livelihood loss has not been identified during transect walks, vendor census surveys, or the Social Impact Assessment (SIA). No permanent displacement of roadside vendors or commercial establishments is anticipated under the subproject.
5.	Permanent loss of crops/trees	None	The proposed construction works will be carried out within the available urban ROW and existing drainage corridors. No impacts on agricultural land or crops are anticipated. Minor vegetation clearing within the ROW may be required during implementation.
6.	Temporary income loss	26 affected households (18 male vendors, 08 female vendors) with 79 members (42 males and 37 females)	The transect walks and socio-economic surveys conducted on 30 January 2026 identified 26 roadside vendors/hawkers, primarily along DM-RD-9. The affected vendors are primarily engaged in petty trade activities. Temporary disruptions are expected to be short-term in nature, which may last up to 26 days at each site depending upon construction scheduling and site conditions.
7.	Affected vulnerable persons ⁴	11 households (33 family members)	Total: 11 households (33 family members) [Scheduled Tribe: 06 HHs (21 family members); Elderly headed: 03 HHs (07 family members) WHH+ ST+ elderly: 01 HH (04 family members) WHH + elderly: 01 HH (01 family member, self)]
8.	Affected Indigenous Peoples	(07) households (25 family members)	Seven (07) roadside vendors, with seven (25) family members, will face temporary livelihood losses for a period not exceeding 26 days. Other than this, no adverse impacts on Indigenous Peoples' customary lands, traditional livelihood systems, or cultural identity are anticipated under the subproject. Scheduled Tribe communities are expected to benefit from improved

⁴ Vulnerable households/groups in the context of project comprise (i) those below the poverty line, (ii) the elderly, (iii) women and children, (iv) scheduled caste, (v) scheduled tribe, (vi) the landless, (vii) those without legal title to land, (viii) woman-headed households, (ix) disabled-headed household, (x) elderly-headed households, and (xi) transgender people. As per the Planning Commission (Government of India), the state-specific poverty line for Nagaland in 2011–2012 was approximately ₹1,156 per capita per month for urban areas (Poverty Estimates 2011–12, Government of India, Planning Commission, based on Tendulkar Committee methodology, July 2013).. On adjusting for inflation (at 6% uniform rate), the poverty line in 2025–26 is estimated as ₹2613 per capita per month in urban areas. Vulnerability benefits are incremental, i.e., in addition to other entitlements and benefits

Sl. No.	Details	Affected Persons/Entities	Remarks
			flood resilience, drainage efficiency, road connectivity, and enhanced urban infrastructure services. Out of total 10 vulnerable households, 07 households are identified as Scheduled Tribe.
9.	Common Property Resources	None	No impacts on Common Property Resources (CPRs), including community facilities, religious structures, educational institutions, or public utilities, have been identified during the transect walks, field verification, and 100% Socio-economic Survey.

Source: Walkthrough and 100% Socio-economic Survey, 30 January 2026

B. Impact on Indigenous Peoples

35. The Dimapur Roads and Drainage Subproject is located within Dimapur town under the Nagaland Urban Infrastructure Development Project (NUIDP). Scheduled Tribes (STs), primarily belonging to different Naga tribes such as Ao, Angami, Sumi, Lotha, Konyak, Chakhesang, and other indigenous communities, constitute a significant proportion of the population in the project area. The baseline socio-economic survey conducted in March 2024 indicates that approximately 41.3 percent of the households surveyed belong to Scheduled Tribe communities in the town. These communities are well integrated within the urban and commercial economy of Dimapur and actively participate in trade, employment, transportation, services, and other urban livelihood activities.

36. The proposed subproject will not result in any adverse impacts on Indigenous Peoples as defined under the Asian Development Bank Safeguard Policy Statement (SPS), 2009, safeguard requirements 3 (SR 3). All proposed road and drainage improvement works are confined within the existing government-owned Right of Way (ROW) and existing drainage corridors. The subproject will not involve any acquisition of customary land, physical displacement of Indigenous Peoples households, restriction on access to traditional resources, or impacts on cultural identity, traditional institutions, or customary practices of Indigenous communities.

37. The transect walks, stakeholder consultations, and 100% socio-economic surveys conducted for the subproject did not identify any impacts on Indigenous Peoples' land ownership systems, community resources, cultural heritage sites, traditional livelihood systems, or areas of cultural or religious significance.

38. Temporary livelihood disruptions are anticipated during construction activities to 07 scheduled tribe hawkers and vendors (25 family members), carrying out their business within the ROW of government roads and land, particularly along DM-RD-9. These temporary impacts are short-term and not specific to Indigenous Peoples' communities. Appropriate mitigation measures and entitlements, including advance notification, maintenance of temporary access, phased construction scheduling, and transitional support measures will be implemented in accordance with the provisions of the Resettlement and Indigenous People's Plan to ensure that affected persons are not adversely impacted during construction.

39. The subproject is expected to generate beneficial impacts for Indigenous Peoples communities residing within Dimapur town through improved urban infrastructure, enhanced flood resilience, reduced waterlogging, improved road connectivity, safer pedestrian movement, improved market accessibility, and improved public health conditions. Upgrading of drainage systems and roads is expected to particularly benefit low-lying and flood-prone areas. Improved connectivity and reduction in traffic congestion are also expected to facilitate better access to markets, educational institutions, healthcare facilities, and public services.

40. Meaningful consultations were conducted with local communities, including Indigenous Peoples representatives, women's groups, roadside vendors, and community stakeholders during preparation of the subproject. Community members broadly expressed support for the proposed interventions, particularly for improving drainage conditions and reducing flooding problems affecting residential and commercial areas. Consultations will continue throughout project implementation to ensure continued participation of Indigenous Peoples communities in project planning, implementation, and grievance redress processes.

41. In accordance with the requirements of the Asian Development Bank Safeguard Policy Statement (SPS) 2009, a Resettlement and Indigenous People's Plan (RIPP) has been prepared for the Dimapur Road and Drain Project to ensure continued engagement with indigenous peoples' communities, culturally appropriate consultation processes, equitable access to project benefits, and inclusion of indigenous peoples in project implementation and monitoring activities. The RIPP addresses both involuntary resettlement impacts and indigenous peoples' safeguards (for the population within the city limits of the Dimapur Municipal Corporation, including the scheduled tribe population) in a single integrated planning document. No significant adverse impact on indigenous peoples is anticipated. Seven (07) roadside vendors from the scheduled tribe community will face a temporary livelihood impact due to the assessed 26-day access disruption. The scheduled tribe population of Dimapur Municipal Corporation, including the general population, will benefit from the improved roads and drains proposed to be constructed under the project. A Specific Action Plan (SAP) is designed to ensure that the residents of subproject area have equitable access and informed beneficiaries of improved road and drainage infrastructure.

C. Impact on Common Property Resources

42. The assessment confirms that the Dimapur Roads and Drainage Subproject is not expected to have adverse impacts on Common Property Resources (CPRs). The proposed road and drainage improvement works are limited within the existing government-owned Right of Way (ROW) and existing drainage corridors, thereby avoiding impacts on community assets and public facilities. The transect walks, field verification, and socio-economic surveys conducted along all proposed road sections (DM-RD-1 to DM-RD-9) and drainage corridors (D1–D8) did not identify any religious structures, community halls, schools, healthcare facilities, burial grounds, public water supply infrastructure, sanitation facilities, playgrounds, markets, or other socially and culturally important community resources requiring relocation, demolition, or modification. Similarly, no impacts on culturally significant sites, traditional institutions, or community facilities belonging to Indigenous Peoples or local communities were identified during the field assessments and stakeholder consultations. However, the final assessment and verification of impacts on Common Property Resources (CPRs), if any, will be undertaken during the Detailed Measurement Survey (DMS) and revalidation survey following finalization of detailed design prior to commencement of civil works and will be updated in the RIPP.

43. Although no impacts on CPRs have been identified during project preparation, provisions have been incorporated within the RIPP to address any unforeseen impacts identified during implementation or through the DMS. In the event that any previously unidentified CPR is affected during construction, it will be restored, rehabilitated, or compensated in consultation with the concerned community and relevant authorities, in accordance with the safeguard requirements of the Asian Development Bank Safeguard Policy Statement (SPS), 2009.

III.SOCIOECONOMIC PROFILE OF SURVEYED HOUSEHOLDS

44. A detailed socio-economic survey and vendor census were conducted on 30 January 2026 to assess the socio-economic conditions of affected persons likely to experience

temporary livelihood impacts due to the implementation of the Dimapur Roads and Drainage Subproject. The survey identified 26 roadside vendors and hawkers operating primarily along DM-RD-9.

45. The identified 26 affected households comprise 79 family members, including 42 males and 37 females. Of the 26 affected vendors, 18 are male and 8 are female. The average monthly income of the affected vendors is approximately INR 14,650, with reported monthly incomes ranging from INR 9,100 to INR 39,000, depending on the nature of business activities and customer flow. The average daily income of the affected vendors ranges between approximately INR 350 and INR 1,500. The average daily income is calculated as ₹563 per day (as per 100% socio-economic survey of affected persons (Appendix 3), which is higher than the daily minimum wages of ₹ 210/- for semi-skilled labors and ₹ 235 for skilled labours by the Government of Nagaland as per the government notification [notification No. LAB-1/6/2004 (Pt-II)] for minimum wages (Appendix 9).

46. Out of 26 affected households, 11 households (33 family members) are identified as vulnerable; 02 women-headed households are identified as having multiple vulnerabilities; 03 elderly-headed households; and 06 scheduled tribe households.

47. These vulnerable affected persons will be provided priority support and assistance in accordance with the provisions of the Resettlement and Indigenous People's Plan and the safeguard requirements of the Asian Development Bank Safeguard Policy Statement (SPS), 2009. The summary of resettlement impacts and socio-economic details of the affected households is presented in the following table.

Table 4: Summary of Involuntary Resettlement Impacts and Socio-Economic Details of Affected Persons⁵

Type of Impact	Number of Affected Persons
1. Permanent Loss	
Title holder/Landowner	NIL
Total Loss of Private Land (m ²)	NIL
Vulnerability	NIL
2. Temporary Loss	
A) Temporary Loss of income	<ul style="list-style-type: none"> • 26 roadside vendors/hawkers identified along DM-RD-9 through vendor 100% socio-economic survey with 79 family members. Temporary livelihood impacts are anticipated due to temporary disruption of access and business activities during construction works. • Socio-economic survey was conducted for all 26 affected vendors/hawkers.
Male affected persons	18 male vendors with 42 family members
Female affected persons	08 female vendors with 37 family members
Vulnerability ⁶	Total: 11 households (33 family members) [Scheduled Tribe: 06 HHs (21 family members); Elderly headed: 03 HHs (07 family members)]

⁵ APs are those who are physically displaced (relocation, loss of residential land, or loss of shelter) and/or economically displaced (loss of land, assets, access to assets, income sources, or means of livelihoods) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas.

⁶ vulnerable households/groups in the context of project comprise (i) those below the poverty line, (ii) the elderly, (iii) women and children, (iv) scheduled caste, (v) scheduled tribe, (vi) the landless, (vii) those without legal title to land, (viii) woman-headed households, (ix) disabled-headed household, (x) elderly-headed households, and (xi) transgender people.

Type of Impact	Number of Affected Persons
	WHH+ ST+ elderly: 01 HH (04 family members) WHH + elderly: 01 HH (01 family member, self)]
Average daily income (profit per day) per affected person (₹)	The average daily income of the affected vendors ranges between approximately INR 350 and INR 1,500. The average daily income as calculated is ₹563/day (as per the socio-economic census survey of affected persons).
Average monthly income per affected person (₹)	Approximate average monthly income is INR 14,650.
3. Religion	Hindu, Muslim, and Christian communities were identified among affected vendors. Detailed religious profiling will be updated during DMS/revalidation survey, if required.
4. Distribution by Social Category (%)	Scheduled Tribe (ST), Other Backward Classes (OBC), General category households, minority communities, and one Female-Headed Household (FFH) were identified among affected persons.
5. Average Family Size (of surveyed households)	Approximately 3.0 members per affected household
6. Education Profile	Educational qualification ranges from illiterate to graduate level. The majority of affected persons have an education below the secondary level.
Literacy Level (%)	The majority of affected persons are literate; two (02) are identified as illiterate.
Education Level (%)	Primary, secondary, higher secondary, and graduate-level education were identified among affected persons.
7. Common Property Resource	
Affected CPRs	NIL. No Common Property Resources (CPRs) are affected by the subproject. Final verification will be undertaken during the Detailed Measurement Survey (DMS).

Source: Walkthrough and 100% Socio-economic Survey, 30 January 2026

Table 5: Road-wise Summary Profile of Types of Businesses

Name of Road / Project Corridor	Types of Shops or Businesses Owned by Affected Persons
DM-RD-9 (Nyamo Lotha Road to Eros Line)	Street food vending, mobile SIM vending, vegetable vending, sweet corn vending, sweets vending, cobbler services, men's accessories vending, socks vending, bags vending, belt vending, jewelry vending, ayurvedic balm selling, clothes vending, fruits vending, chicken vending, and handmade craft vending

Source: Walkthrough and 100% Socio-economic Survey, 30 January 2026

IV. CONSULTATION PARTICIPATION AND DISCLOSURE

A. Consultation and participation:

48. Public participation and community consultation are integral components of the project preparation process and were carried out as part of the preparation of the Resettlement and Indigenous People Plan. Site visits, transect walks, stakeholder meetings, and consultations were conducted to assess the impacts of involuntary resettlement, disseminate information on the proposed subproject, and obtain feedback from affected persons and local communities. Consultations were undertaken with key stakeholders, local community members, roadside vendors, women groups, Indigenous Peoples representatives, business owners, and affected persons along the project corridors. Participants were informed that the objective of the proposed road and drainage improvement works is to improve urban mobility, drainage conditions, flood resilience, pedestrian safety, and overall living conditions within Dimapur town. The consultations also

helped identify local concerns, livelihood issues, access requirements, and community priorities related to the proposed interventions. The Resettlement and Indigenous People Plan has been prepared through a consultative process incorporating feedback and suggestions received from stakeholders and affected persons.

49. During the consultations, participants generally expressed strong support for the proposed subproject, particularly for the improvement of drainage systems, reduction of flooding and waterlogging, improved road connectivity, and better access to commercial areas and public services. Community members acknowledged that the proposed interventions have been long-standing demands in several flood-prone and congested areas of Dimapur. The stakeholders expressed willingness to cooperate during implementation and emphasized the need for regular dissemination of project-related information, timely construction scheduling, maintenance of pedestrian and business access, and minimization of construction-related disturbances. During consultations, the affected vendors and community members were informed that efforts would be made to avoid or minimize temporary livelihood impacts during construction activities. In cases where temporary disruptions to business activities become unavoidable, appropriate mitigation measures and transitional assistance will be provided in accordance with the provisions of the RIPP.

50. During project preparation, a series of Focus Group Discussions (FGDs) and stakeholder consultations were conducted across different wards and colonies of Dimapur town between March 2024 and October 2025. The consultations included participation from local residents, roadside vendors, women's groups, community representatives, and other stakeholders residing within the project influence area. The consultations focused on existing drainage problems, road conditions, flooding and waterlogging, solid waste accumulation, traffic congestion, temporary construction impacts, and community expectations from the proposed road and drainage improvement works. Particular concerns raised by stakeholders included drain blockages, backflow during monsoon periods, vegetation growth within drainage channels, encroachment along drainage corridors, solid waste management issues, and the need for regular maintenance of drainage infrastructure. Community members also emphasized the importance of maintaining access to residences, shops, and commercial areas during construction activities.

51. A total of nine (09) stakeholder consultations and FGDs were conducted covering different wards and colonies of Dimapur town, including Bangjak Phom, Bank Colony, Medical Colony, Circuit House area, Cheteshiwari, Kevijou, Fellowship Colony, Duncan Basti, Island Colony, Murgi Patti, Old Market area, and surrounding locations. Altogether, 275 participants attended the consultations, including 67 women representing approximately 19.2 percent of the total participants (**Appendix 3**). The consultations conducted in September and October 2025 particularly focused on proposed road and drainage improvements in Wards No. 1, 5, 6, 13, and 20, including areas near Dimapur Railway Station and Super Market. Overall, the stakeholders expressed strong support for the proposed subproject and acknowledged the long-standing need for improved drainage systems and better road infrastructure within Dimapur town. Details of the consultations, attendance records, proceedings, and photographs are presented in the relevant appendices of the RIPP.

Table 6: Stakeholder Consultations

S. No.	Location (Colonies/Wards)	Date	Male	Female	Total	% Women	Remarks
1	Bangjak Phom, Bank, Medical, Circuit House (4,5,8,20)	8/3/2024	45	13	58	22.40%	Focus on drain blockages

S. No.	Location (Colonies/Wards)	Date	Male	Female	Total	% Women	Remarks
2	Cheteshiwari, Lhomithi B, Kevijou, Metha (7,15,16,23)	9/3/2024	17	5	22	22.70%	Encroachment concerns
3	Fellowship, Bangjak Phom, Duncan, Aokong, Kyong (9,4,11,12,13)	11/3/2024	43	7	50	14.00%	Waste management needs
4	Island, Zeliang, Murgi Patti, Churches (10,18,19,21)	12/3/2024	40	11	51	21.60%	Backflow issues
5	Chakhesang, K. Punnyu, Naga, Blue Hill (1,2,3,6)	6/3/2024	21	1	22	4.50%	Vegetation growth concerns
6	Old Market, Cheteshiwari, Kevichousa (17,7,22)	7/3/2024	23	8	31	25.80%	Maintenance schedules
7	Ward No-;5,6,13	28.09.2025	8	4	12	33%	Focus on Roads and drain
8	Ward No-1 (near dimapur station road)	18-10-25	7	0	7	0%	Focus on Roads and drain
9	Ward No- 20(super market)	17-10-2025	4	18	22	82%	Focus on Roads and drain
Total			208	67	275	19.20%	Supportive overall

B. Information Disclosure:

52. This draft and final Resettlement and Indigenous People Plan will be disclosed on the websites of the Asian Development Bank and the Department of Urban Development (DUD), Government of Nagaland, in accordance with ADB's Access to Information Policy (2018)⁷. Project-related information will be disclosed to affected persons and other stakeholders in a form, manner, and language understandable to them. The RIPP will be updated based on the final detailed design, Detailed Measurement Survey (DMS), and revalidation survey of affected persons. The updated/final RP will be made available at the Project Management Unit (PMU), Project Implementation Unit (PIU), Urban Local Body (ULB) offices, and other relevant local government offices for public access and reference.

53. During project implementation, advance information regarding construction schedules, likely temporary disruptions, traffic diversions, and access arrangements will be disseminated to local residents, roadside vendors, shopkeepers, and affected persons through public notices, signboards, meetings, and community consultations. Signboards will be installed at appropriate locations in English and local languages and will include, at a minimum: (i) details of the construction section; (ii) anticipated start and completion dates; (iii) working hours; (iv) traffic diversion and pedestrian access information, if required; and (v) contact details for grievance registration and project-related queries.

54. An Information Leaflet in the form of a Public Information Brochure (PIB) will be prepared and distributed among affected persons, roadside vendors, local communities, and other stakeholders in English and relevant local languages. The PIB will contain information regarding: (i) background and objectives of the subproject; (ii) anticipated involuntary

⁷ Asian Development Bank. 2018. [Access to Information Policy](#). Manila

resettlement impacts; (iii) entitlement and assistance provisions for affected persons; (iv) livelihood restoration and temporary impact mitigation measures; (v) implementation schedule; (vi) grievance redress mechanism (GRM); and (vii) contact details of officials from the PMU, PIU, and contractors responsible for implementation. Information dissemination and stakeholder consultation will continue throughout the project cycle to ensure transparency, participation, and timely resolution of concerns raised by affected persons and local communities.

V.POLICY AND LEGAL FRAMEWORK

55. The policy framework and entitlements for the Dimapur Road and Drainage Subproject under the Nagaland Urban Infrastructure Development Project (NUIDP) are based on applicable national and state laws and regulations, constitutional provisions applicable in Nagaland, and the Asian Development Bank Safeguard Policy Statement (SPS), 2009. In accordance with:

- i Article 371A of the Constitution of India and applicable customary laws and administrative procedures governing land and resource management in Nagaland.
- ii The Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014 and the Nagaland Street Vendors (Protection of Livelihood and Regulation of Street Vending) Rules, 2019.
- iii Asian Development Bank Safeguard Policy Statement (SPS), 2009. The salient features of the Government and ADB policies are summarized below. The resettlement principles and procedures to be followed for social safeguards are detailed in this RIPP, and project implementation shall be carried out in full compliance with these requirements.

A. National Legal Framework and State Rules

i Article 371A of the Constitution of India and Applicable Customary Laws in Nagaland

56. Article 371A of the Constitution of India provides special constitutional safeguards to the State of Nagaland with respect to Naga customary laws, ownership and transfer of land and its resources, and traditional social and religious practices. Under this provision, parliamentary laws relating to land and its resources are not automatically applicable in Nagaland unless adopted by the Nagaland Legislative Assembly. Accordingly, land administration and resource management in the State are governed through customary systems, village councils, and applicable state administrative procedures. The Dimapur Road and Drainage Subproject has been designed to avoid land acquisition and involuntary resettlement impacts by restricting all civil works within the existing government-owned Right of Way (ROW), thereby avoiding impacts on customary land ownership and traditional community rights.

ii The Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014 and the Nagaland Street Vendors (Protection of Livelihood and Regulation of Street Vending) Rules, 2019

57. The Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014 provides a legal framework for protection of livelihood rights of street vendors and regulation of street vending activities in urban areas. The Act emphasizes protection against arbitrary eviction or displacement and promotes livelihood security through identification of vending zones, vendor registration, and participatory decision-making mechanisms through Town Vending Committees (TVCs). The Nagaland Street Vendors (Protection of Livelihood

and Regulation of Street Vending) Rules, 2019 provide the framework for implementation of the Act within the State. In the context of this subproject, temporary livelihood impacts on roadside vendors/hawkers will be minimized through advance notice, maintenance of access, phased construction scheduling, and temporary shifting arrangements, where necessary, in accordance with the provisions of the Act and Rules.

iii Nagaland Street Vendors (Protection of Livelihood and Regulation of Street Vending) Rules, 2019

58. In exercise of the powers conferred under the Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014, the Government of Nagaland has framed the Nagaland Street Vendors (Protection of Livelihood and Regulation of Street Vending) Rules, 2019 for regulation and protection of street vending activities within urban areas of the State.

- i The Rules provide for survey, registration, and issuance of Certificate of Vending and Identity Cards to eligible street vendors for carrying out vending activities in notified vending zones.
- ii The Rules provide for constitution of Town Vending Committees (TVCs) for regulation, monitoring, and management of street vending activities and for ensuring participation of street vendors in decision-making processes.
- iii The Rules outline procedures for declaration of vending zones, restriction or relocation of vendors, and protection against arbitrary eviction or displacement without following due process.
- iv The Rules also provide procedures for grievance redress, dispute resolution, and appeals relating to street vending activities and implementation of vendor protection measures.
- v The Rules emphasize maintenance of records relating to vendor surveys, certificates of vending, vending zones, and related information by the Urban Local Body (ULB) and concerned authorities.
- vi The provisions of the Rules are applicable to this subproject as temporary livelihood impacts on roadside vendors/hawkers may occur during construction activities. The project will therefore ensure advance notice, maintenance of access, phased construction scheduling, and temporary shifting assistance, where required, in accordance with the applicable provisions of the Rules and the RIPP .

B. ADB Safeguards Policy Statement (2009)

59. The key involuntary resettlement principles of the ADB Safeguards Policy Statement (2009) are:

- a) Screen the project early on to identify past, present, and future involuntary resettlement impacts and risks. Determine the scope of RIPPing through a survey and/or census of displaced persons, including a gender analysis, specifically related to resettlement impacts and risks. Measures to avoid and minimize involuntary resettlement impacts include the following: (i) explore alternative locations and / or alignments which are less impacting, and (ii) ensure the appropriate technology is used to reduce time taken for undertaking civil works.
- b) Carry out meaningful consultations with affected persons, host communities, and concerned nongovernment organizations. Inform all displaced persons of their entitlements and resettlement options. Ensure their participation in planning, implementation, and monitoring and evaluation of resettlement programs. Pay particular attention to the needs of vulnerable groups, especially those below the poverty line, the landless, the elderly, women and children, and Indigenous Peoples, and those without legal title to land, and ensure their participation in consultations.

- Establish a grievance redress mechanism to receive and facilitate resolution of the affected persons' concerns. Support the social and cultural institutions of displaced persons and their host population. Where involuntary resettlement impacts, and risks are highly complex and sensitive, compensation and resettlement decisions should be preceded by a social preparation phase.
- c) Improve, or at least restore, the livelihoods of all affected persons through (i) strategies aimed at reducing temporary impact on loss of incomes due to construction activities.
 - d) Provide affected persons (temporary impact during construction) with needed assistance such as support for shifting their carts and stalls to identified locations for continuing commercial activities within the areas, provide access to their business, inform in advance and identify nearby location outside civil work area where commercial activities can be continued. Provide physically and economically displaced persons with needed assistance.
 - e) Improve the standards of living of the displaced poor and other vulnerable groups, including women, to at least national minimum standards. In rural areas provide them with legal and affordable access to land and resources, and in urban areas provide them with appropriate income sources and legal and affordable access to adequate housing;
 - f) Develop procedures in a transparent, consistent, and equitable manner if land acquisition is through negotiated settlement to ensure that those people who enter into negotiated settlements will maintain the same or better income and livelihood status;
 - g) Ensure that temporary impacts on hawkers and street vendors businesses are minimized during implementation and loss of income is minimized by appropriate mitigation measures.
 - h) Prepare a RIPP elaborating on affected persons' entitlements, the income and livelihood restoration strategy, institutional arrangements, monitoring and reporting framework, budget, and time-bound implementation schedule.
 - i) Disclose a draft RIPP, including documentation of the consultation process in a timely manner, before project appraisal, in an accessible place and a form and language(s) understandable to affected persons and other stakeholders. Disclose the final RIPP and its updates to affected persons and other stakeholders.
 - j) Conceive and execute involuntary resettlement as part of a development project or program. Include the full costs of resettlement in the presentation of project's costs and benefits.
 - k) Pay compensation and provide other resettlement entitlements before physical or economic displacement. Implement the RIPP under close supervision throughout project implementation.
 - l) Monitor and assess resettlement outcomes, their impacts on the standards of living of displaced persons, and whether the objectives of the RIPP have been achieved by taking into account the baseline conditions and the results of resettlement monitoring. Disclose monitoring reports.

C. Comparison of National Laws and ADB SPS 2009:

60. A detailed policy comparison between Asian Development Bank Safeguard Policy Statement (SPS), 2009, Article 371A of the Constitution of India, applicable customary laws and administrative procedures in Nagaland, the Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014, and the Nagaland Street Vendors (Protection of Livelihood and Regulation of Street Vending) Rules, 2019 was undertaken to identify policy gaps and required gap-filling measures. The comparison primarily focuses on involuntary resettlement principles, treatment of non-titled affected persons, protection of informal livelihood activities, Indigenous Peoples considerations, consultation and disclosure

requirements, livelihood restoration measures, and grievance redress procedures. The identified gaps and corresponding gap-filling measures adopted for the subproject are presented in the following table.

Table 7: Comparison between National Laws, State Rules and ADB SPS 2009

Sl. No.	Involuntary Resettlement Policy Principle	National / State Legal Framework Applicable to Nagaland	Measures to Bridge Gaps
1	Screen the project early on to identify past, present, and future involuntary resettlement impacts and risks. Determine the scope of resettlement planning through a survey and/or census of displaced persons, including a gender analysis, specifically related to resettlement impacts and risks.	Article 371A of the Constitution of India protects customary laws and land ownership practices in Nagaland. The Nagaland Street Vendors (Protection of Livelihood and Regulation of Street Vending) Rules, 2019 provide for survey and identification of street vendors through Town Vending Committees (TVCs).	<p>Gap in screening past, present and future involuntary resettlement impacts and risks.</p> <p>The Project will undertake screening of all projects using the ADB involuntary resettlement checklist to identify past, present, and future involuntary resettlement impacts and risks.</p>
2	Carry out meaningful consultations with affected persons, host communities, and concerned nongovernment organizations. Inform all displaced persons of their entitlements and resettlement options. Pay particular attention to the needs of vulnerable groups. Establish a grievance redress mechanism.	No specific state legislation mandates resettlement avoidance measures for urban infrastructure projects; however, customary land systems and community ownership practices require avoidance of impacts on private and community land.	<p>Gap in establishing a project-level GRM for projects that do not have significant resettlement impacts.</p> <p>The Project will establish project-level GRM.</p>
3	Improve, or at least restore, the livelihoods of all displaced persons through prompt replacement of assets with assets of equal or higher value, compensation at full replacement cost, and additional revenues and services through benefit-sharing schemes where possible.	The Nagaland Street Vendors Rules, 2019 provide for constitution of Town Vending Committees (TVCs) and grievance redress mechanisms for vendors. Traditional institutions and ward authorities play an important role in local decision-making.	<p>The Resettlement and Indigenous People Plan entitlement matrix ensures compensation against temporary income loss to non-titled business owners on government land.</p> <p>Assets (if any) to be compensated at replacement cost without depreciation. The entitlement matrix for this project allows vendors to practice their businesses and return to their original locations to continue their economic activities.</p>
4	Provide physically and economically displaced persons with the necessary assistance, transitional support, development assistance, credit facilities, training, or employment opportunities, as required.	The Nagaland Street Vendors (Protection of Livelihood and Regulation of Street Vending) Rules, 2019 recognize street vendors and provide safeguards against arbitrary eviction. However, there are no detailed provisions for	<p>Entitlement Matrix outlines compensation and assistance for affected persons.</p> <p>The provision of 30 days' advance notice to street vendors is adopted in the</p>

Sl. No.	Involuntary Resettlement Policy Principle	National / State Legal Framework Applicable to Nagaland	Measures to Bridge Gaps
		compensation for temporary livelihood disruption caused by infrastructure projects.	entitlement matrix for the project and no eviction is allowed; vendors will be allowed to return to their original locations to practice their businesses.
5	Improve the standards of living of the displaced poor and other vulnerable groups, especially those below the poverty line, the landless, the older, women, children, indigenous peoples, and those without title to land, to at least national minimum standards	The Street Vendors Act and Nagaland Rules primarily regulate vending activities and vending zones but do not explicitly provide for livelihood restoration due to project impacts.	Entitlement Matrix outlines assistance for vulnerable groups, as defined by ADB policy.
6	Develop procedures in a transparent, consistent, and equitable manner if land acquisition is through negotiated settlement to ensure that those people who enter into negotiated settlements will maintain the same or better income and livelihoods status.	No detailed provisions specifically addressing vulnerable groups affected by temporary construction impacts under state vendor rules. Article 371A protects Indigenous customary rights and practices.	To ensure a fair and transparent process a third-party independent monitor will be hired to certify the process the negotiated purchase was undertaken in a transparent, consistent and equitable manner, without coercion.
7	Ensure that displaced persons without titles to land or any recognizable legal rights to land are eligible for resettlement assistance and compensation for loss of nonland assets.	Article 371A of the Constitution of India protects customary laws, land ownership, and traditional practices of Naga tribes in Nagaland.	Entitlement Matrix outlines compensation and assistance for nontitle holders, including squatters, encroachers, and businesses.
8	Prepare a resettlement plan elaborating on displaced persons' entitlements, the income and livelihood restoration strategy, institutional arrangements, monitoring and reporting framework, budget, and time-bound implementation schedule.	No specific state provisions requiring preparation of RIPP for projects without land acquisition.	Resettlement and Indigenous People Plan will be prepared for projects with assessed involuntary resettlement impact.
9	Disclose a draft resettlement plan, including documentation of the consultation process in a timely manner, before project appraisal, in an accessible place and a form and language(s) understandable to affected persons and other stakeholders. Disclose the final resettlement plan and its updates to affected persons and other stakeholders.	No specific provisions under state rules regarding disclosure of safeguard documents for infrastructure projects.	The draft and final RIPP will be disclosed to the affected persons and stakeholders. The RP will be disclosed on the project website and ADB website.

Sl. No.	Involuntary Resettlement Policy Principle	National / State Legal Framework Applicable to Nagaland	Measures to Bridge Gaps
10	Include the full costs of resettlement in the presentation of project's costs and benefits.	The Nagaland Street Vendors Rules, 2019 provide for grievance redress and dispute resolution mechanisms through the Town Vending Committee framework.	Cost of resettlement will be covered by the executing agency.
11	Pay compensation and provide other resettlement entitlements before physical or economic displacement. Implement the RP under close supervision throughout project implementation	The state legal framework does not specifically address temporary livelihood disruption caused by public infrastructure works.	
12	Monitor and assess resettlement outcomes, their impacts on the standards of living of displaced persons, and whether the objectives of the RIPP have been achieved by taking into account the baseline conditions and the results of resettlement monitoring. Disclose monitoring reports.	No specific monitoring provisions under the state vendor rules relating to infrastructure safeguard implementation.	Article 371A does not specify the frequency of monitoring. The Project will prepare monitoring reports semi-annually as per ADB SPS requirement and submit to ADB for review and approval.

D. Government Acts and Policies on Indigenous Peoples

61. The Constitution of India defines scheduled tribes as follows: “Scheduled tribes (scheduled tribes) are those communities notified as such by the President of India under Article 342 of the Constitution. The president may with respect to a state or union territory, and where it is a state, after consultation with governor of the state, may notify a community as scheduled tribe. The first notification was issued in 1950. Criteria followed for specification of a community as a scheduled tribe are (i) tribes’ primitive traits; (ii) distinctive culture; (iii) shyness with the public at large; (iv) geographical isolation; and (v) social and economic backwardness before notifying them as a scheduled tribe.”⁸

62. Under the Constitution of India, a number of articles protect its citizens, and a few are specifically for scheduled tribes. These are:

- (i) Article 14 – confers equal rights and opportunities to all;
- (ii) Article 15 – prohibits discrimination against any citizen on grounds of sex, religion, race, caste, etc.;
- (iii) Article 15(4) – enjoins upon the state to make special provisions for the advancement of any socially and educationally backward classes;
- (iv) Article 16(4) – empowers the state to make provisions for reservation in appointments or posts in favor of any backward class of citizens;
- (v) Article 46 – enjoins upon the state to promote with special care the educational and economic interests of the weaker sections of the people and, in particular, the scheduled tribes, and promises to protect them from social injustice and all forms of exploitation;
- (vi) Article 275(1) – promises grant-in-aid for promoting the welfare of scheduled tribes and for raising the level of administration of the scheduled areas⁶;
- (vii) Articles 330, 332, and 335 – stipulate reservation of seats for scheduled tribes in the Lok Sabha and in the State Legislative Assemblies and in services;
- (viii) Article 340 – empowers the state to appoint a commission to investigate the conditions of the socially and educationally backward classes; and
- (ix) Article 342 – specifies those tribes or tribal communities deemed to be scheduled tribes (scheduled tribes).

63. Furthermore, the Government of India recognizes and seeks to protect the rights of scheduled tribes, principally through the following Acts/policies:

- (i) The **National Commission for Scheduled Tribes (NCST)** came into effect from 19th February 2004 through Constitution (89th Amendment) Act, 2003 which bifurcated the erstwhile National Commission for Scheduled Castes and Scheduled Tribes into two separate commissions for Scheduled Castes and Scheduled Tribes. The NCST functions under clause (5) of Art.338 A includes “*To investigate and Monitor matters relating to Safeguards provided for Scheduled Tribes under the Constitution or under other laws or under Government Order, to evaluate the working of such Safeguards.*” Further, it also has a duty to submit report to the President annually and at such other times as the Commission may deem fit, upon/ working of Safeguards.
- (ii) The **Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989**. The objective of the Act is to clearly emphasize the intention of the Indian state to deliver justice to Scheduled Castes/Scheduled Tribes communities through affirmative action in order to enable them to live in society with dignity and self-esteem and without fear, violence or suppression from the dominant castes.

⁸ Source: <https://pib.gov.in/PressReleaselframePage.aspx?PRID=1514486> and https://ncst.nic.in/sites/default/files/2017/Office_Order/798.pdf

The provisions of Act are divided into three different categories, covering a variety of issues related to atrocities against Scheduled Castes/Scheduled Tribes people and their position in society: (i) Provisions of criminal law. It establishes criminal liability for a number of specifically defined atrocities and extends the scope of certain categories of penalizations given in the Indian Penal Code (IPC); (ii) Provisions for relief and compensation for victims of atrocities; and (iii) Provisions that establish special authorities for the implementation and monitoring of the Act.

64. Nagaland's legal framework for Indigenous people is built around constitutional protections (notably Article 371A), recognition of customary laws, and state mechanisms like Village Councils, the Register of Indigenous Inhabitants of Nagaland (RIIN), and strict enforcement of the Inner Line Permit (ILP). These frameworks safeguard tribal autonomy, land rights, and cultural identity.

65. **Article 371A of the Indian Constitution** grants special status to Nagaland, ensuring the protection of Naga religious and social practices, customary laws, and land ownership. It limits parliamentary interference, stating that no Union law applies to these domains unless the Nagaland Legislative Assembly passes a resolution to adopt.

66. **Land Acquisition Rights:** In Nagaland, the acts such as **the Nagaland Tribe, Area, Range and Village Council Act, 1966, the Nagaland Land (Requisition and Acquisition) Act 1965, the Nagaland Eviction of Persons in Unauthorized Occupation of Public Land Act, 1971** govern land acquisition, transfer, eviction, etc. of tribal land.

67. The **Nagaland Village and Area Council Act, 1978** mentions about establishment of village councils and area councils; village councils are constituted according to Naga customary practices. The Act provides local self-governance and protection of traditional tribal institutions.

68. **The Nagaland State Tribal Policy, 2020**, aims to empower tribal communities by promoting their socio-economic development while preserving their cultural heritage.

E. ADB Safeguard Policy on Indigenous Peoples' (Safeguards Requirement 3)

69. The objectives are to design and implement projects in a way that fosters full respect for Indigenous Peoples' identity, dignity, human rights, livelihood systems, and cultural uniqueness as defined by the Indigenous Peoples themselves so that they (i) receive culturally appropriate social and economic benefits, (ii) do not suffer adverse impacts as a result of projects, and (iii) can participate actively in projects that affect them.

70. The Indigenous Peoples safeguards are triggered if a project directly or indirectly affects the dignity, human rights, livelihood systems, or culture of Indigenous Peoples or affects the territories or natural or cultural resources that Indigenous Peoples own, use, occupy, or claim as an ancestral domain or asset. The term Indigenous Peoples is used in a generic sense to refer to a distinct, vulnerable, social and cultural group possessing the following characteristics in varying degrees: (i) self-identification as members of a distinct indigenous cultural group and recognition of this identity by others; (ii) collective attachment to geographically distinct habitats or ancestral territories in the project area and to the natural resources in these habitats and territories; (iii) customary cultural, economic, social, or political institutions that are separate from those of the dominant society and culture; and (iv) a distinct language, often different from the official language of the country or region. In considering these characteristics, national legislation, customary law, and any international conventions to which the country is a party will be taken into account. A group that has lost collective attachment to geographically distinct habitats or ancestral territories in the project area because of forced severance remains eligible for coverage under this policy.

71. The Policy Principles are as follows:

- (i) Screen early on to determine whether Indigenous Peoples are present in, or have collective attachment to, the project area; and whether project impacts on Indigenous Peoples are likely.
- (ii) Undertake a culturally appropriate and gender-sensitive social impact assessment or use similar methods to assess potential project impacts, both positive and adverse, on Indigenous Peoples. Give full consideration to options the affected Indigenous Peoples prefer in relation to the provision of project benefits and the design of mitigation measures. Identify social and economic benefits for affected Indigenous Peoples that are culturally appropriate and gender and inter generationally inclusive and develop measures to avoid, minimize, and/or mitigate adverse impacts on Indigenous Peoples.
- (iii) Undertake meaningful consultations with affected Indigenous Peoples communities and concerned Indigenous Peoples organizations to solicit their participation (i) in designing, implementing, and monitoring measures to avoid adverse impacts or, when avoidance is not possible, to minimize, mitigate, or compensate for such effects; and in tailoring project benefits for affected Indigenous Peoples communities in a culturally appropriate manner. To enhance Indigenous Peoples' active participation, projects affecting them will provide for culturally appropriate and gender inclusive capacity development. Establish a culturally appropriate and gender inclusive grievance mechanism to receive and facilitate resolution of the Indigenous Peoples' concerns. (iv) Ascertain the consent of affected Indigenous Peoples communities to the following project activities: (i) commercial development of the cultural resources and knowledge of Indigenous Peoples; (ii) physical displacement from traditional or customary lands; and (iii) commercial development of natural resources within customary lands under use that would impact the livelihoods or the cultural, ceremonial, or spiritual uses that define the identity and community of Indigenous Peoples. For the purposes of policy application, the consent of affected Indigenous Peoples communities refers to a collective expression by the affected Indigenous Peoples communities, through individuals and/or their recognized representatives, of broad community support for such project activities. Broad community support may exist even if some individuals or groups object to the project activities.
- (iv) Ascertain the consent of affected Indigenous People communities to the following project activities: (i) commercial development of the cultural resources and knowledge of indigenous people; (ii) physical displacement from traditional or customary lands; and (iii) commercial development of natural resources within 10 customary lands under use that would impact the livelihoods or the cultural, ceremonial, or spiritual uses that define the identity and community of indigenous people. For the purposes of policy application, the consent of affected indigenous people's communities refers to a collective expression by the affected indigenous people communities, through individuals and/or their recognized representatives, of broad community support for such project activities. Broad community support may exist even if some individuals or groups object to the project activities;
- (v) Avoid, to the maximum extent possible, any restricted access to and physical displacement from protected areas and natural resources. Where avoidance is not possible, ensure that the affected Indigenous Peoples communities participate in the design, implementation, and monitoring and evaluation of management arrangements for such areas and natural resources and that their benefits are equitably shared.
- (vi) Prepare an Indigenous Peoples plan (IPP) that is based on the social impact assessment with the assistance of qualified and experienced experts and that

- draw on indigenous knowledge and participation by the affected Indigenous Peoples communities. The IPP includes a framework for continued consultation with the affected Indigenous Peoples communities during project implementation; specifies measures to ensure that Indigenous Peoples receive culturally appropriate benefits; identifies measures to avoid, minimize, mitigate, or compensate for any adverse project impacts; and includes culturally appropriate grievance procedures monitoring and evaluation arrangements, and a budget and time-bound actions for implementing the planned measures.
- (vii) Disclose a draft IPP, including documentation of the consultation process and the results of the social impact assessment in a timely manner, before project appraisal, in an accessible place and in a form and language(s) understandable to affected Indigenous Peoples communities and other stakeholders. The final IPP and its updates will also be disclosed to the affected Indigenous Peoples communities and other stakeholders.
 - (viii) Prepare an action plan for legal recognition of customary rights to lands and territories or ancestral domains when the project involves (i) activities that are contingent on establishing legally recognized rights to lands and territories that Indigenous Peoples have traditionally owned or customarily used or occupied, or (ii) involuntary acquisition of such lands.
 - (ix) Monitor implementation of the IPP using qualified and experienced experts; adopt a participatory monitoring approach, wherever possible; and assess whether the IPP's objective and desired outcome have been achieved, taking into account the baseline conditions and the results of IPP monitoring. Disclose monitoring reports.

Comparison between Government Policy and ADB SPS, 2009 (Safeguards Requirement 3 on Indigenous Peoples)

72. The above policies and legal instruments available in India are supplemented by ADB SPS 2009 for the implementation of the project. The SPS ensures equality of opportunity to be derived from project interventions for indigenous peoples. The policy emphasizes that development interventions will be planned in a manner consistent with the needs and aspirations of affected indigenous peoples, and compatible in substance and structure with affected indigenous peoples' culture and social and economic institutions. Both Government of India and ADB recognize the vulnerability of indigenous peoples, and specifically ensures that any project intervention, whether positive or adverse, will be addressed by the implementing agencies. The Constitution of India and acts listed above ensure protection of indigenous peoples or Scheduled Tribes, as defined by the Constitution, which is consistent with ADB policy; hence there is no need to bridge the gap between protection measures guaranteed under Indian laws and ADB's safeguard requirements. Objectives of the RIPP document will accommodate both Indian Constitution Acts and ADB's safeguards policy on indigenous peoples. ADB policy has a provision related to preparation of a specific action plan for legal recognition of customary rights to lands and territories or ancestral domains when the project; whereas the central and state Acts and policies does not include provision for the customary rights to lands for Indigenous Peoples. The project is not anticipated to impact customary lands, hence this requirement is not triggered.

73. The Constitution of India and acts listed above ensure protection of indigenous peoples or Scheduled Tribes, as defined by the Constitution, which is consistent with ADB policy; hence there is no need to bridge the gap between protection measures guaranteed under Indian laws and ADB's safeguard requirements. The objectives of the RIPP will integrate both Indian Constitution Acts and ADB's safeguards policy on indigenous peoples. The policy gap analysis and gap-filling measures are given in

Table 8: Gap Analysis on Indian Regulatory Framework and ADB SPS 2009 on Indigenous Peoples

ADB's Safeguard Policy Statement (2009) on Indigenous Peoples	Constitutional Provision under Article 371 A, , GOI's Acts and Policies on Scheduled Tribes and the State Level Legal Framework	Measures Adopted in the Project
<p>Policy Principle 1: Screen early on to determine (i) whether indigenous peoples are present in, or have collective attachment to, the project area; and (ii) whether project impacts on indigenous peoples are likely.</p>	<p>The Constitution of India ensures affirmative action for all (Article 14), prohibits discrimination against any citizen on grounds of sex, religion, race, caste, etc. (Article 15) and enjoins upon the state to promote with special care the educational and economic interests of the weaker sections of the people, in particular, the Scheduled Tribes, and promises to protect them from social injustice and all forms of exploitation (Article 46).</p> <p>Article 371A directly empowers the Nagaland Legislative Assembly to protect tribal autonomy and land rights. Ownership and transfer of land and its resources, shall apply to the State of Nagaland unless the Legislative Assembly of Nagaland by a resolution so decides shall apply to the State of Nagaland unless the Legislative Assembly of Nagaland by a resolution so decides.</p> <p>The Register of Indigenous Inhabitants of Nagaland (RIIN) is entrusted to create a database of all indigenous people residents of the state through extensive survey. The eligibility to be listed as an indigenous inhabitant is typically determined based on the official statehood date of Nagaland, December 1, 1963.</p> <p>No specific screening to determine indigenous peoples' collective attachment to the project area.</p>	<p>The constitutional and legal provisions does not explicitly mention about early screening requirement.</p> <p>SPS requires early screening of subprojects to determine the presence of indigenous peoples/Scheduled Tribes in or around the project area. An initial overall screening of project selection has been carried out and potential positive (beneficial) impacts were foreseen.</p>
<p>Policy Principle 2: Undertake a culturally appropriate and gender-sensitive social impact assessment or use similar methods to assess potential project impacts, both positive and adverse, on indigenous peoples. Give</p>	<p>Under the Act, the Tribal Welfare Department of the State has the power for conversion of pattas or leases or grants issued by any local authority or state government on forest lands to titles. Such titles given to Scheduled Tribes and Other Traditional Forest Dwellers are inalienable rights. If the project activities affect land with titles provided under the</p>	<p>ADB requires culturally appropriate SIA with IP focus. National/State frameworks lack explicit IP-focused assessment.</p> <p>In accordance with these provisions, a culturally appropriate and gender-sensitive social impact assessment has been carried out to understand</p>

ADB's Safeguard Policy Statement (2009) on Indigenous Peoples	Constitutional Provision under Article 371 A, , GOI's Acts and Policies on Scheduled Tribes and the State Level Legal Framework	Measures Adopted in the Project
<p>full consideration to options the affected indigenous peoples prefer in relation to the provision of project benefits and the design of mitigation measures. Identify social and economic benefits for affected indigenous peoples that are culturally appropriate and gender and intergenerationally inclusive and develop measures to avoid, minimize, and/or mitigate adverse impacts on indigenous peoples.</p>	<p>Act, adequate measures will be taken to avoid the affected land.</p> <p>Environment Impact Assessment (EIA) Notification (2006) requires public consultation, but not always culturally tailored.</p> <p>Village councils and tribal bodies consulted under customary law as confired by the Nagaland Village and Area Councils Act, 1978.</p>	<p>both positive and adverse impacts of the project on indigenous peoples/Scheduled Tribes.</p> <p>Based on the assessment, measures has been adopted to minimize potential adverse impacts (if any) and implement specific action plans to enhance beneficial impacts.</p>
<p>Policy Principle 3: Undertake meaningful consultations with affected indigenous peoples communities and concerned organizations to solicit their participation (i) in designing, implementing, and monitoring measures to avoid adverse impacts or, when avoidance is not possible, to minimize, mitigate, or compensate for such effects; and (ii) in tailoring project benefits for affected indigenous peoples communities in a culturally appropriate manner. To enhance indigenous peoples' active participation, projects affecting them will provide for culturally appropriate and gender inclusive capacity development. Establish a culturally appropriate and gender inclusive grievance mechanism to receive and facilitate resolution of indigenous peoples' concerns.</p>	<p>In Nagaland, the meaningful consultation requirement for indigenous peoples is primarily governed by Article 371A of the Constitution of India and the Nagaland Village Council Act, 1978.</p> <p>The Constitution under Article 19(1)(a) guarantees freedom of speech and expression, and Article 19(1)(c) guarantees the right to form associations, which collectively support the right of tribal communities to assemble, express concerns, and participate in decision-making.</p> <p>The Act does not specify any grievance mechanism for resolution of indigenous peoples' concerns.</p>	<p>The project has undertaken meaningful consultation with Scheduled Tribe/indigenous communities in a culturally appropriate manner in the project areas. Consultations will continue during implementation of the RIPP/IPP, to be operationalized during the next phase of project activities, especially prior to and during project implementation.</p> <p>A project-specific three-tier grievance redress mechanism has been proposed at the PMU, Piu, and field levels, with provision for a representative from the Scheduled Tribe community on a need basis.</p>

ADB's Safeguard Policy Statement (2009) on Indigenous Peoples	Constitutional Provision under Article 371 A, , GOI's Acts and Policies on Scheduled Tribes and the State Level Legal Framework	Measures Adopted in the Project
<p>Policy Principle 4: Ascertain the consent of affected Indigenous Peoples communities to the following project activities: (i) commercial development of the cultural resources and knowledge of Indigenous Peoples; (ii) physical displacement from traditional or customary lands; and (iii) commercial development of natural resources within customary lands under use that would impact the livelihoods or the cultural, ceremonial, or spiritual uses that define the identity and community of Indigenous Peoples. For the purposes of policy application, the consent of affected Indigenous Peoples communities refers to a collective expression by the affected Indigenous Peoples communities, through individuals and/or their recognized representatives, of broad community support for such project activities. Broad community support may exist even if some individuals or groups object to the project activities.</p>	<p>The IPP should mention adequate plans to avoid affecting the land of indigenous peoples with customary land rights.</p> <p>The Constitution, under Articles 14, 15, and 46, protects the rights of Scheduled Tribes over their lands, cultural identity, and livelihoods. Article 371A of the Constitution of India restricts the alienation of tribal lands and empowers the State to regulate commercial activities.</p> <p>The Nagaland Village Council Act, 1978, provides statutory recognition to traditional Naga village institutions, allowing them to govern internal administration, resolve disputes, and drive community development in accordance with indigenous customary laws. However, does not explicitly mention broad community support.</p>	<p>Broad community support is not required in the project as there is no commercial development of cultural or natural resources or physical displacement. If any subproject involves the alienation of traditional or customary land, the project will ensure BCS is obtained before the component is finalized.</p>
<p>Policy Principle 5: Avoid, to the maximum extent possible, any restricted access to and physical displacement from protected areas and natural resources. Where avoidance is not possible, ensure that the affected indigenous peoples communities participate in the design,</p>	<p>Article 371A ensures tribal control over land/resources. It provides for the right of ownership, access to collect, use, and dispose of minor forest produce which has been traditionally collected within or outside village boundaries..</p> <p>Article 46 of the Indian Constitution directs the State to promote the educational and economic interests of the weaker sections—specifically, the Scheduled Castes (SCs)</p>	<p>The issues of access restrictions and physical displacement have been avoided for road components (for the locations identified during the project preparation stage). The same will be ensured during project implementation, and the necessary measures will be put in place. Provision of maintaining access to properties has been incorporated under the contractor's scope</p>

ADB's Safeguard Policy Statement (2009) on Indigenous Peoples	Constitutional Provision under Article 371 A, , GOI's Acts and Policies on Scheduled Tribes and the State Level Legal Framework	Measures Adopted in the Project
implementation, and monitoring and evaluation of management arrangements for such areas and natural resources and that their benefits are equitably shared.	and Scheduled Tribes (STs). affirms the State's responsibility to protect tribal access to natural resources and forest-based livelihoods.	during project execution and will be monitored as part of the EMP.
Policy Principle 6: Prepare an indigenous peoples plan (IPP)/RIPP that is based on the social impact assessment with the assistance of qualified and experienced experts and that draws on indigenous knowledge and participation by the affected indigenous peoples.	The constitutional framework under Articles 14, 15, and 46 of the Indian Constitution establishes a duty on the State to protect tribal rights and interests in any development project. The state Acts, rules, and policies do not require the preparation of an IPP.	IPP for the identified road and drain components has been prepared during project processing and will be further updated during project implementation if there are any changes to the project scope that impact IPs.
Policy Principle 7: Disclose a draft IPP/RIPP, including documentation of the consultation process and the results of the social impact assessment in a timely manner, before project appraisal, in an accessible place and in a form and language(s) understandable to affected indigenous peoples communities and other stakeholders. The final IPP/RIPP and its updates will also be disclosed to the affected indigenous peoples communities and other stakeholders.	The constitutional right to information (flowing from Article 19(1)(a)) and the enactment of the Right to Information Act, 2005 reflect India's commitment to transparency and public disclosure in governance and development activities. However, under the legal framework, there is no provision on IPP/RIPP disclosure.	RIPP for subprojects, including benefits and mitigation measures, GRM, and other key information, has been disclosed to concerned IP communities and project beneficiaries prior to project appraisal. Information disclosure will be carried out during project implementation in line with the SPS requirements.
Policy Principle 8: Prepare an action plan for legal recognition of customary rights to lands and territories or ancestral domains when the project involves (i) activities that are contingent on establishing legally recognized rights to	Article 371A of the Indian Constitution: Grants Nagaland special provisions, recognizing that land and its resources belong to the people and their customary institutions. Nagaland Village and Area Councils Act, 1979: Provides statutory recognition to village councils, which exercise	The project will not involve the acquisition of customary land and/or ancestral domains that will affect customary rights. Project implementation will ensure there is no impact on customary rights to land, territories, or ancestral domains.

ADB's Safeguard Policy Statement (2009) on Indigenous Peoples	Constitutional Provision under Article 371 A, , GOI's Acts and Policies on Scheduled Tribes and the State Level Legal Framework	Measures Adopted in the Project
lands and territories that indigenous peoples have traditionally owned or customarily used or occupied, or (ii) involuntary acquisition of such lands.	<p>authority over land and customary practices. This reinforces the principle that land ownership and use are governed by tribal customary law.</p> <p>In Nagaland, land is not vested in the state but in communities, clans, and individuals under customary tenure. Land acquisition in requires consent of village councils and tribal institutions.</p> <p>However, the laws do not mention the preparation of an action plan.</p>	
<p>Policy Principle 9: Monitor implementation of the IPP/RIPP using qualified and experienced experts; adopt a participatory monitoring approach, wherever possible; and assess whether the IPP's objective and desired outcome have been achieved, taking into account the baseline conditions and the results of IPP monitoring. Disclose monitoring reports.</p>	<p>The Article 371A of the Constitution (special provision for Nagaland), the Nagaland Village and Area Councils Act, 1979, and state laws do not recommend structured monitoring or disclosure mechanisms for development projects, nor do they require formal participatory monitoring reports.</p> <p>However, community oversight through village councils is done, which is participatory in spirit.</p> <p>Article 338A of the Constitution establishes the National Commission for Scheduled Tribes with the mandate to monitor and investigate all matters relating to safeguards provided for Scheduled Tribes and to report on the working of those safeguards across all states of India.</p>	<p>This is partially aligned with ADB SPS SR 3 requirements. The village council does the monitoring; however, there is no statutory requirement.</p> <p>Monitoring of the RIPP/IPP will be conducted semi-annually by the executing agency, and the reports will be submitted to ADB and made public.</p>

VI. ENTITLEMENTS, ASSISTANCE AND BENEFITS

A. Types of losses and Affected Persons:

74. The assessed losses due to the proposed Road and Drainage Subproject in Dimapur include potential temporary income losses for roadside vendors and hawkers along the proposed road and drain alignments. It is estimated that 26 affected households (79 family members) will incur temporary income losses during the construction period due to restricted access and temporary disruptions to business activities. If the disruption period exceeds the assessed duration, the affected persons will be compensated based on the actual number of days of disruption.⁹

75. As per the ADB SPS 2009, regarding involuntary resettlement in the context of economic impacts, affected persons are those who are economically displaced (loss of productive land, structures, assets, access to assets, income sources, or means of livelihood). The absence of formal and legal title to the land does not bar the affected person from receipt of compensation and resettlement assistance from the project. Vulnerable affected persons are eligible for additional compensation and assistance and are to be accorded priority in employment in project-related construction activities.

B. Entitlements:

76. The entitlement matrix summarizes the types of potential losses and corresponding entitlements in accordance with ADB SPS and government policies, based on the principle of replacement cost. In addition to the identified impacts, the entitlement matrix safeguards unforeseen impacts.

77. In accordance with the project's entitlement matrix, all affected households and individuals will be entitled to a combination of compensation packages and resettlement assistance, including vulnerability assistance. If the disruption lasts more than 26 days, the affected persons will be compensated based on the actual number of days of disruption.

C. Livelihood Protection and Income Restoration:

78. Affected persons are assessed to face temporary income loss. The Resettlement and Indigenous People's Plan envisages the following steps.

Table 9: Steps to be followed in Resettlement and Indigenous People's Plan related to Income Restoration Plan

Step 1:	Conduct public awareness and information dissemination prior to construction works.
Step 2:	PIU field personnel, and the contractor(s) to jointly confirm exact alignments/mark, the extent of excavation on each road section, and the traffic diversion plan.

⁹ Stringent monitoring and adherence to the EMP/SMP provisions will help minimize losses. If losses can be avoided during construction through careful planning and implementation of mitigation measures and monitoring, no compensation payment will be necessary. On the other hand, if the actual period of disruption during construction is more than 26 days, compensation for the actual number of days of disruption will be payable.

Step 3:	The PIU engineers and safeguards focal, along with the PMSC safeguard specialist and Contractors, will conduct joint engineering measurements based on the final design to assess impact minimization and avoidance; efforts will be made to mitigate the temporary economic impact on affected businesses. The actual number of affected business entities will be enumerated, and the Resettlement and Indigenous People's Plan will be updated and shared with ADB for approval.
Step 4:	PMU will distribute identity cards to affected persons: those facing income losses and those requiring assistance, and vulnerable affected persons. The PMU will be assisted by Safeguard support staff from PMDSC and a contractor representative, who will collect details of the bank accounts of affected persons and assist those without bank accounts in opening them.
Step 5:	Based on the compensation policy as per the entitlement matrix, micro-plans will be prepared and shared with the affected persons.
Step 6:	PMU/PIU to pay compensation/assistance/allowances prior to displacement in sections ready for construction (as required). The PIU to closely monitor compensation payment, which can be through cheques or direct transfer to the affected person's accounts.
Step 7	Report the progress in the monitoring report.

D. Cut-off-Date:

79. The end date of the Detailed Measurement survey, upon finalization of the design, will serve as the cut-off date. The cut-off date will be communicated to affected business owners during the revalidation survey at the time of DMS. PMU/PIU will formally disseminate the cut-off date information throughout the project area. The census survey end date is the cut-off date for all non-titleholders. Any person who occupies land in the demarcated project area after the cut-off date will not be considered eligible for compensation and resettlement assistance. Similarly, fixed assets (such as built structures) established after this date will not be compensated. The survey presented in this RIPP will be revised based on joint engineering measurements and construction measures, as per the environmental management plan (EMP).

E. Compensation Mechanism:

80. Compensation for temporary income loss will be paid to the affected persons as per the entitlement matrix, prior to displacement and the loss. Compensation for temporary income loss or the minimum wage for the period of disruption, whichever is greater, will be provided.

Table 10: Entitlement Matrix¹⁰

Sl. No.	Type of Loss	Application	Definition of Entitled Person	Compensation Policy	Implementation Issues	Responsible Agency
1	Temporary Loss of Income / Livelihood	Temporary disruption to commercial and agricultural activities during construction	Legal titleholders, leaseholders, non-titleholders, employees, hawkers, vendors	<ul style="list-style-type: none"> • 30 days' advance notice of construction activities, including the duration and type of disruption. • Cash assistance based on net income from the affected business OR Nagaland's minimum wage rate, whichever is higher, for a minimum period of disruption (for 26 days) or actual days of disruption, whichever is higher. 	<ul style="list-style-type: none"> • Business/income survey prior to construction serves as baseline. • PMU/PDMC identifies alternative temporary sites where possible. • Civil works phased to minimize disruption and maintain access to properties. 	PMU/PIU PMDSC/ Contractor
2	Impacts on Vulnerable Affected Persons ¹¹	All permanent and temporary impacts	Vulnerable affected persons	<ul style="list-style-type: none"> • Additional 10,000 cash assistance for over and above income loss provisions for vulnerable households with temporary impacts. • Priority employment in project construction activities. 	<ul style="list-style-type: none"> • Vulnerable households identified during census survey by PMU/PIU/PMDSC. • List of vulnerable persons 	PMU/PIU PMDSC/ Contractor
3	Loss / Temporary Impact on CPRs	Community resources: temples, churches, Morung (traditional	Communities / Village Council / Government Agencies / Trustees / Religious /	<ul style="list-style-type: none"> • Contractor to avoid damage to any properties or assets during construction. • Replacement or full restoration of affected CPRs to their original or better condition within the agreed 	<ul style="list-style-type: none"> • PMU/PMDSC ensures that compensation and entitlements are implemented in coordination with contractors. 	PMU/PIU PMDSC/ Contractor/ Village Council Concerned Dept./Community

¹⁰ All entitlements and compensation payment to affected persons will be adjusted for inflation from 2026 onwards.

¹¹ Vulnerable households comprise below poverty line households, female-headed households, households with out-of-school/working children, persons with disability-headed households, elderly-headed households, landless households, households with no legal title/tenure security, transgender people, scheduled castes and scheduled tribe households. Below Poverty Line (BPL): As per the Planning Commission (Government of India), the state-specific poverty line for Nagaland in 2011–2012 was approximately ₹1,156 per capita per month for urban areas (Poverty Estimates 2011–12, Government of India, Planning Commission, based on Tendulkar Committee methodology, July 2013). On adjusting for inflation (at 6% uniform rate), the poverty line in 2025–26 is estimated as ₹2613 per capita per month in urban areas. Vulnerability benefits are incremental, i.e., in addition to other entitlements and benefits.

Sl. No.	Type of Loss	Application	Definition of Entitled Person	Compensation Policy	Implementation Issues	Responsible Agency
		men's dormitory/community hall), shrines, water sources, footpaths, bus shelters, schools, health facilities, public utilities, CPR land	Educational Institutions	<p>timeframe, in consultation with users/stakeholders.</p> <ul style="list-style-type: none"> Sacred sites, tribal burial grounds and religious structures (churches, temples, clan shrines): must not be acquired; project design to be re-aligned. If unavoidable, ADB and community/Tribal authority consent are required. 	<ul style="list-style-type: none"> Compensation for losses borne by the contractor as part of the contract. PMU monitors replacement/restoration by contractors. PMU/PMDSC undertakes consultations with the Village Council and the managing committee of the affected CPR. The contractor ensures no full street closures; access is maintained. ADB concurrence required for any impact on sacred/religious CPR. 	
4	Damages During Construction	Damages to drinking water supply, sanitation, telephone/cable lines, boundary walls, stairs, ramps, gates, secondary structures etc.	Titleholders / Non-titleholders / Government agencies / Village Council (for community infrastructure)	<ul style="list-style-type: none"> Contractor responsible for the immediate replacement or restoration of damaged structures/utilities to at least original condition. Or Compensation for damages at replacement value without depreciation. Provision of alternate facilities during the transition period (e.g., alternate water supply). Time-gap between loss of old system and new facility to be minimized. Community infrastructure damaged during construction to be restored in consultation with Village Council. 	<ul style="list-style-type: none"> Contractor ensures adequate measures are in place to prevent damage to property and assets. PMU/PIU ensures prompt replacement and restoration. Impacted utilities and secondary structures are immediately identified by the project authority and users are informed of any damage to community infrastructure. 	Contractor (primary) PMU/PIU PMDSC/ Local/Village Council Concerned utility depts.

Sl. No.	Type of Loss	Application	Definition of Entitled Person	Compensation Policy	Implementation Issues	Responsible Agency
4-b	Unanticipated / Unforeseen Impacts	Any other loss not identified in this matrix	Any affected person or entity	<ul style="list-style-type: none"> Unanticipated involuntary impacts will be documented and mitigated in accordance with the ADB Safeguard Policy Statement (SPS) 2009. Compensation and assistance determined in line with the spirit of this Entitlement Matrix. For any impact on customary/community land or tribal rights: Village Council consulted prior to determination of entitlement. 	<ul style="list-style-type: none"> PMU/PDMC ascertains the nature and extent of such loss and finalizes entitlements in line with ADB SPS, 2009. ADB concurrence obtained for any unanticipated impact. 	PMU/PIU/ PMDSC (concurrence) Local/Village Council (if community assets)

VII.IMPACT ON INDIGENOUS PEOPLES

A. Background and Context

81. Dimapur Municipal Council (MC) is the largest city and commercial hub of Nagaland, situated in Dimapur District in the north-western foothill zone of the Naga Hills. The city is Nagaland's sole entry point by rail, road, and air, and is divided into 23 municipal wards covering approximately 18.13 sq. km. As per Census 2011, Dimapur MC had a total population of 1,22,834 persons across 27,165 households.

82. Nagaland is a constitutionally protected state with a predominantly indigenous tribal population. In the Indian constitutional framework, indigenous peoples are synonymous with communities notified as Scheduled Tribes (STs) under Article 342 of the Constitution of India. The ST population of Dimapur MC is approximately 48,543, constituting 39.5% of the total municipal population. The city hosts representatives of all 17 ST communities recognized in Nagaland, including major groups such as Angami, Sumi, Ao, Lotha, Konyak, Kuki, and Dimasa Kachari. This Indigenous Peoples Plan (IPP) has been prepared to comply with ADB's Safeguard Policy Statement (SPS 2009).

Table 11: ST Population Profile – Dimapur MC (Census 2011)

Particulars	Total	Male	Female
Total Population – Dimapur MC	1,22,834	64,300	58,534
Total Households	27,165	—	—
ST Population (approx.)	48,543	25,600	22,943
ST Households (approx.)	10,738	—	—
ST Literates (approx.)	41,747	22,064	19,683
ST Workers	17,284	—	—

Source: Census of India 2011, Primary Census Abstract for Scheduled Tribes – Dimapur District.

B. Assessment of Project Impact on Indigenous Peoples

83. Indigenous peoples' safeguards under ADB SPS 2009 are triggered if a project directly or indirectly affects the dignity, human rights, livelihood systems, or culture of indigenous peoples, or affects their territories or natural and cultural resources. The proposed Dimapur Road and Drain Project has been screened against this threshold.

i. Positive Impacts

84. The project will generate substantial and lasting benefits for the entire population of Dimapur MC, including its approximately 48,543 ST residents across an estimated 10,738 ST households. Improved roads and drainage infrastructure will directly enhance mobility, public health, flood resilience, and economic productivity — with ST communities as equitable beneficiaries. No adverse impact on the dignity, human rights, livelihood systems, culture, or territories of indigenous peoples is anticipated.

ii. Temporary Adverse Impacts During Construction

85. The only adverse impact identified is a temporary, short-duration livelihood disruption to seven (07) roadside vendors — with a combined household membership of twenty-five (25) family members — whose vending locations fall within road and drain construction corridors. This impact is temporary and will not exceed 26 days per affected vendor. No

permanent loss of livelihood, land, structure, or asset is envisaged. No involuntary resettlement is triggered.

Table 12: Summary of Temporary Impacts on Roadside ST Vendors

Ward / Location	No. of Affected Vendors	No. of Family Members	Nature of Impact	Duration (Days)
Road & drain corridors, Dimapur MC (various wards)	07	25	Temporary disruption during civil works	≤ 26
Total	07 vendors	25 members	Livelihood interruption; no permanent loss	≤ 26

Note: Duration refers to active civil works at each vendor's specific location. Vendors may resume operations at or near the same location upon completion of works.

86. The following mitigation measures will be applied to manage the temporary impact on affected vendors:

- All seven affected vendors — including any belonging to ST communities — will receive at least 30 days' advance written notice of construction schedules in Nagamese and relevant tribal languages.
- The Project Management Unit (PMU) Social Safeguards focal, with support from PMDSC, will map and document each affected vendor by ward, livelihood type, ST/non-ST status, and the sex of the household head prior to the commencement of civil works.
- Civil works at each location will be scheduled to minimize continuous disruption; contractors will be required to reinstate vendor access routes and vending spaces within 30 days of completion.
- Where feasible, temporary alternative vending locations within the same ward will be identified in consultation with Dimapur MC and the affected vendors.
- Civil works will strictly avoid major Naga tribal festival periods (Sekrenyi, Moatsu, Aoling, Tuluni, Tokhu Emong, Bushu, Chavang Kut, and others) to minimize compounded livelihood and cultural disruption.
- No civil works will be undertaken within or immediately adjacent to the Kachari Ruins heritage zone without prior clearance from the Archaeological Survey of India (ASI) and consultation with the Dimasa Kachari community.¹²

C. Conclusion and IPP Requirements

87. The Dimapur Road and Drain Project is beneficial to the indigenous peoples of Dimapur MC. No significant adverse impact on ST communities is anticipated. The only identified adverse impact — a temporary livelihood interruption for up to 26 days for 7 roadside vendors — is minor, reversible, and fully mitigable through the measures described above. In accordance with ADB SPS 2009, this RIPP documents the safeguard screening outcome and prescribes the Specific Action Plan (SAP) and monitoring framework required to ensure that ST households are equitable beneficiaries of the project and that temporary impacts are managed with due care for indigenous peoples' rights and dignity.

¹² The proposed drain works to be undertaken along Half Nagarjan Junction to Purana Bazar Junction is about 370 meters from the ASI site. Section 20C of the AMASR Act, 1958 (and the 2010 amendment) requires that any construction, reconstruction, or repair in the Regulated Area must obtain prior No Objection Certificate (NOC) from the Competent Authority, based on recommendations of the National Monuments Authority (NMA). The applicability of the Act and requirement of NOC from the competent authority will be judged before the construction of the draina in the area.

88. The SAP will be implemented by the PMU, with support from PMDSC, for multi-tribal community engagement in Nagaland. All SAP activities will be coordinated with relevant line departments, and the progress will be reported semi-annually to ADB.

89. A Resettlement and Indigenous Peoples Plan (RIPP) has been prepared for the Dimapur Road in compliance with the Asian Development Bank's Safeguard Policy Statement (SPS 2009) and applicable laws of the Government of India and the Government of Nagaland. The RIPP addresses both the impacts of involuntary resettlement and indigenous peoples' safeguards within a single integrated planning instrument, reflecting the overlapping nature of the project's affected and benefited populations.

90. The scope of the RIPP covers: (i) identification and mitigation of temporary livelihood impacts on seven (07) roadside vendors with twenty-five (25) family members whose vending locations fall within the right of way of road and drain construction corridors; (ii) measures to ensure that ST households across subproject area are equitable beneficiaries of improved road and drainage infrastructure; (iii) a Specific Action Plan (SAP) for indigenous peoples addressing multi-tribal community consultation, construction-phase employment and safety, livelihood restoration support, and culturally appropriate grievance redress mechanism; and (iv) a monitoring and reporting framework with semi-annual progress reporting to ADB. No significant or permanent involuntary resettlement is envisaged under the project. All identified impacts are temporary, minor, and fully mitigable through the measures prescribed in this RIPP.

Table 13: Indigenous Peoples Plan (IPP) Social Impact Matrix

Sl. No.	Impact Domain	Impacts for Assessment	Status	Assessment	Impacts/Remarks
1	Economic Benefits	Employment generation during construction and operation	Relevant	The project is expected to create temporary employment opportunities for local skilled, semi-skilled, and unskilled workers during construction. Local labor engagement will be encouraged to the extent feasible by contractors.	Benefits extend to both scheduled tribe (ST) and non-ST communities in Dimapur and surrounding areas, supporting local income.
2	Social Benefits	Improved access to health and sanitation facilities	Relevant	The proposed road and drainage improvement works are expected to improve urban sanitation conditions, reduce waterlogging and localized flooding, and improve access to health services and public facilities within Dimapur town.	Benefits will be available equally to all residents, including Indigenous Peoples through improved mobility, drainage, and reduced public health risks associated with flooding and waterlogging.

Sl. No.	Impact Domain	Impacts for Assessment	Status	Assessment	Impacts/Remarks
3	Livelihood (temporary income) loss	Temporary income disruption to roadside vendors	Relevant	26 vendors (including 7 ST households) may face temporary access restrictions.	Mitigation via phased construction, advance notice, and livelihood assistance for the period of disruption.
4	Market Access	Temporary restrictions to shops/businesses	Partially Relevant	Market stretches (e.g., DM-RD-9) may face access issues during construction.	Provision of temporary access, traffic management, and night work.
5	In-Migration and Population Growth	Temporary influx of outside workers in the communities, may potentially increase risk of conflicts due to differences in culture, practice, language	Relevant	Construction activities may require temporary deployment of outside labor. However, labor influx is expected to remain limited and manageable because the project is located in an urban municipal area. The conflicts can also be managed by engaging local labor.	Contractors will comply with labor-management provisions, core labor standards, labor camp management requirements, and community safety measures outlined in the Environmental Management Plan (EMP).
6	Health and Welfare	Construction-related nuisances (dust, noise, traffic) .)	Partially Relevant	Construction activities may generate temporary impacts such as dust, noise, vibration, traffic congestion, access inconvenience, and safety concerns in localized areas.	Mitigation measures as outlined in the Environmental Management Plan (EMP), traffic management plan, occupational health and safety provisions, and culturally appropriate project-level Grievance Redress Mechanism (GRM).
7	Heritage Zone Proximity	Compliance with AMASR Act (100–300m regulated area)	Relevant	If works fall within 100–300m of Kachari Ruins heritage zone, NOC under Section 20C of AMASR Act is required.	Project must obtain NOC from National Monuments Authority before execution (if applicable).

D. Specific Action Plan for Indigenous Peoples

91. To address safeguard issues specific to the Dimapur Road and Drain Project and to ensure that Scheduled Tribe (ST) households across all 23 wards of Dimapur Municipal Corporation are equitable beneficiaries of improved road and drainage infrastructure — and are protected from any disproportionate construction-phase impacts — a Specific Action Plan (SAP) has been prepared. The SAP is awareness-centered, recognizing that the project's primary obligation to indigenous peoples is to ensure informed participation, transparent communication, and respectful engagement throughout the project cycle. No significant adverse impact on ST communities is anticipated; the only identified impact is a temporary livelihood disruption to seven (07) roadside vendors not exceeding 26 days. The SAP accordingly prioritizes community awareness, consultation, communication, and grievance redress over resource-intensive interventions.

i. Community Awareness on Project Benefits and Road Safety

92. The project will ensure that the tribal community and others are informed about the project — its scope, benefits, construction schedule, likely disruptions, and entitlements- and about grievance management. Awareness will be delivered through ward-level sessions in Nagamese and major tribal languages. Women from ST communities will be actively encouraged to participate in coordination with local tribal women's organizations and church groups.

ii. IEC Material Distribution

93. Information, Education, and Communication (IEC) materials in accessible formats and local languages are the primary tool for reaching ST households — including those with lower literacy — across all 23 wards of Dimapur MC. IEC content will cover: project benefits and scope; grievance redress mechanism; construction timelines; project helpline number; and how to access the GRM. Materials will be distributed through ward-level committees, and audio announcements.

iii. Advance Notice and Construction Communication

94. Timely, accessible communication of construction schedules, ensuring that ST households and traders are not caught off guard by civil works that disrupt their daily mobility and livelihoods. Schedule civil works to avoid major Naga tribal festival periods

iv. Livelihood Disruption Communication and Vendor Support

95. Seven (07) roadside vendors — with a total of twenty-five (25) family members — face temporary livelihood disruption of not more than 26 days during civil works at their respective vending locations. The SAP's response to this impact is communication-based: ensuring affected vendors are fully informed, supported in identifying temporary alternatives, and aware of their entitlements under the project GRM.

v. Grievance Redress Mechanism (GRM) — Awareness and Operation

- i. A three-tier GRM will be operational throughout the project, with awareness of the mechanism disseminated to all ST communities across subproject area. GRM contact details will be displayed at ward offices, construction sites, and community notice boards across the subproject area in Nagamese and major tribal languages, and printed on all IEC materials.

96. The PMU will implement the SAP through the designated Resettlement Focal, Senior Social Safeguards Specialist, Social Safeguards Support Staff, PMDSC and Social

Supervisor of the respective Contractor. A budget allocation for SAP implementation is made in the project..

E. Specific Action Plan Budget

97. A separate budget of ₹ 3,30,000 has been earmarked for the implementation of the Specific Action Plan (SAP) under the RIPP, covering community awareness sessions, IEC material production and distribution, school and anganwadi outreach, community consultations, advance notice to ST households, vendor support communication, GRM operationalisation, and semi-annual monitoring and reporting to ADB. The SAP budget is subsumed within the overall RIPP budget of ₹ 15,07,647 (including 10% contingency), which also covers resettlement entitlements for the seven affected roadside vendors and associated documentation costs. A comprehensive Resettlement Budget and a Budget for implementing the Specific Action Plan are provided in Table 20.

98. **Monitoring and Reporting:** The monitoring framework covers all eight activity clusters of the SAP. The PMU Social Safeguards Officer is responsible for coordinating data collection, maintaining ward-wise records disaggregated by ST community and sex, and preparing semi-annual monitoring reports for submission to ADB.

Table 14: Summary Monitoring Framework – Indigenous Peoples Plan (RIPP), Dimapur Road and Drain Project

SAP Activity	Key Monitoring Indicator	Responsibility	Timeline
Awareness Sessions (Road Safety & Project Benefits)	No. of sessions held per ward; no. of ST participants (M/F, by tribe); % ST-majority wards covered	PMU / PIU	Quarterly throughout project
IEC Material Distribution	No. of posters/leaflets distributed per ward; languages covered; % wards with materials displayed	PMU / PIU	Pre-construction and during works
School / Anganwadi Awareness	No. of institutions covered in ST-majority wards; no. of children reached (M/F)	SSO / PIU	Pre-construction phase
Advance Notice to ST Households	No. of ST HHs and tribal leaders notified per ward; languages used; notice period compliance	Contractor / PMU	30 days before work per ward
Vendor Support Communication	No. of affected vendors documented (ST/non-ST, M/F); % informed of disruption timeline and alternatives	SSO / PMU	Pre-construction; ongoing during works
GRM Awareness and Performance	No. of grievances received from ST HHs by tribe, ward, sex; % resolved within timeline	GRC / PMU	Ongoing; reported semi-annually
Semi-Annual SAP Progress Report	Report submitted to ADB covering all indicators disaggregated by ST community, ward, and sex	PMU	Every 6 months

Source: Prepared by PMU based on ADB SPS 2009.

99. Semi-annual monitoring reports submitted to ADB will document: awareness session reach disaggregated by ward, ST community, and sex; IEC distribution coverage; advance

notice compliance; vendor support communication outcomes; ASI clearance status for heritage zone; and GRM performance by tribal community. Any indicator falls below target, the PMU will note this in the monitoring report and include an action plan to meet the target.

VIII. RESETTLEMENT BUDGET AND FINANCING PLAN

A. Resettlement Costs:

100. The resettlement cost estimate for this project includes compensation for (i) temporary income losses due to roadside shops, vendors, and hawkers, (ii) vulnerability assistance. During RIPP implementation, if the vulnerable affected person desires, efforts will be made to employ affected persons by facilitating their engagement by the civil works contractor. The resettlement cost is based on the entitlement matrix. Compensation against temporary income loss or the minimum wage for the period of disruption, whichever is greater, will be provided. Compensation and assistance to affected persons must be paid before displacement. The PMU will be responsible for mobilizing the funds in advance. However, it may be noted that this budget will be utilized as and when required, depending on the involuntary resettlement impacts on the affected business owners.

100. **Compensation for Income Loss:** The total average per-day income of the surveyed affected business owners (26 surveyed commercial entities) was estimated at ₹563, which is significantly higher than the prevailing minimum wage rate for unskilled labour in Nagaland, notified at ₹210 per day or ₹5,280 per month under Government of Nagaland Notification No. LAB-1/6/2004 (Pt-II), effective from 14 June 2019 (Appendix 8). Adjusting the notified wage rate for inflation at an assumed annual rate of 6%, the equivalent daily minimum wage in 2026 is estimated at approximately ₹316 per day, which remains substantially lower than the current average daily income of the affected businesses.

101. Vulnerability assistance for the project has been budgeted as ₹ 10,000 per person in accordance with the entitlement matrix.

102. The estimated resettlement cost for the proposed project is **₹15,07,647**. The budget includes compensation as per the entitlement matrix, along with grievance redressal, consultation and awareness, and contingency costs. The estimated resettlement cost will be revised based on the final detailed design and the assessment of final resettlement impacts. The PMU will be responsible for releasing the funds on time. The PMU, through the PIU, will electronically transfer the compensation amount to the affected persons' accounts or issue a payee cheque. Cost estimates for the proposed project are provided in Table 15.

Table 15: Estimated Involuntary Resettlement Cost and Specific Action Plan Budget

Sl.	Details / Activity	No. / Units	Unit Cost (INR)	Total Cost (INR)
A. Resettlement Budget				
1.	Compensation for temporary income loss for 26 movable vendors @ ₹563/day x 26 days	26 days x 26 vendors	₹563/day	3,80,588
1.1	One-time vulnerability allowance @ ₹10,000 to vulnerable affected persons	11	10,000	1,10,000
2.	Consultation meetings, orientation and awareness workshops, and documentation	LS	—	2,00,000
2.1	DMS and revalidation survey for updating RIPP	LS	—	2,00,000

Sl.	Details / Activity	No. / Units	Unit Cost (INR)	Total Cost (INR)
2.2	Grievance Redress Mechanism — operation and documentation	LS	—	1,50,000
Sub-Total (A)				10,40,588
B. Specific Action Plan (SAP) Budget lump sum				3,30,000
Sub-Total (B)				3,30,000
Sub-Total (A + B)				13,70,588
Contingency @ 10%				1,37,059
Grand Total				15,07,647

Note:

^a Restoration of CPRs will be undertaken by the owner/user community/contractor, based on the expressed preferences of users/stakeholders during consultations, which will be carefully minuted, including photographs, names, and signature sheets of participants. Relocation, if any, will be to a nearby location, to be decided in agreement with the concerned stakeholders and documented in the meeting minutes.

^b The Resettlement and Indigenous People's Plan budget does not include the cost of damage to steps or approach platforms to buildings, temporary boundary wall made with tin plates and bamboo material etc. Any such damages during construction will be restored by the contractor and included in the contractor's civil cost.

IX. GRIEVANCE REDRESS MECHANISM

89. The project will put in place a common grievance redress mechanism (GRM) to receive, evaluate, and facilitate the resolution of social, environmental, or any other project-related grievances. The GRM will aim to provide a time-bound, transparent mechanism for voicing and resolving social and environmental concerns linked to the project. The public awareness campaign will generate awareness of the project and its grievance redress procedures. The campaign will ensure that the poor, vulnerable, and others are aware of the GRM.

90. The GRM will provide an accessible, inclusive, gender-sensitive and culturally appropriate platform for receiving and facilitating the resolution of affected persons' grievances related to the project. The multi-tier GRM for the project is outlined below, each tier having time-bound schedules and with responsible persons identified to facilitate and address grievances at each stage. Public awareness campaigns will raise awareness of grievance redress procedures. The Project Manager, supported by PMDSC (social and environmental expert), will facilitate timely grievance redress for environmental and social safeguards issues.

91. The established Grievance Redressal Mechanism (GRM) will address stakeholders' grievances and dissatisfaction regarding actual or perceived impacts and will seek a satisfactory solution. Some grievances may arise during the project design and planning stage, while others may come up during project implementation. The GRM will be implemented throughout the project cycle for use by stakeholders to address concerns and complaints promptly and transparently. The GRM will ensure that stakeholders have access to legitimate, reliable, transparent, and efficient institutional mechanisms that respond to their complaints.

92. The GRM will work within existing legal and cultural frameworks, providing an additional opportunity to resolve grievances at the local and project level. The key objectives of the GRM are:

- (i) Educate stakeholders on the GRM

- (ii) Receive and record the grievances
- (iii) Resolve and close the grievances
- (iv) Escalate unsolved grievances to the concerned authority
- (v) Notify/ update the stakeholders of the solutions

93. Affected persons will have the flexibility of conveying grievances/suggestions by dropping grievance redress/suggestion forms in grievance/suggestion boxes or through telephone at accessible locations, by e-mail, by post, or by writing in a complaint register or grievance redress format in the site office or PIU office. Name of the complainant, date of receipt of the complaint, address/contact details of the person, location of the problem area, nature of problem, days required for resolving the problem, how the problem is resolved etc. will be documented carefully as a record and part of reporting for the Grievance Redressal Mechanism as a whole. Safeguards Focal, PMU, along with Safeguard Officers of respective PIUs, will have joint responsibility for timely grievance redressal on safeguards and any other issues, for the registration of grievances, related disclosures, and communication with the aggrieved party.

94. Efforts will be made to resolve grievances at the field level; any unresolved grievances will be referred to the PIU for redressal. Should the PIU fail to resolve any grievance within the stipulated time period, it will be escalated to the PMU for resolution within the specified time frame. PIU will also be responsible for the follow-up of each grievance, periodic dissemination of information to complainants on the status of their grievance, and recording their feedback (satisfaction/dissatisfaction and suggestions).

95. Information to the stakeholders about the GRM: The stakeholders, including affected persons, will be informed about the GRM under the project through public consultations, disclosures, and distribution of public information booklets (PIB). For illiterate DPs, information will be provided verbally during meetings.

96. Who can complain: A complaint can be registered by stakeholders directly or indirectly affected by the project. A representative can register a complaint on behalf of the affected person or group, provided that the affected person or group identifies the representative and submits evidence of the authority to act on their behalf.

97. What the Grievance/Complaint should contain: Any comments, complaints, queries and suggestions pertaining to safeguard compliance - environment, involuntary resettlement, and indigenous people, design-related issues, compensation, service delivery or any other issues or concerns related to the project. The complaint will be encouraged to provide name, date, address/contact details, location of the problem area, and the problem. A sample grievance registration form is provided in **Appendix 5**.

98. Where and how to file a Complaint: The complaint can be filed both online and offline. People can submit their complaints at the contractor's site office or at the PIU/PMU office. In addition, they can submit grievances/suggestions/queries by phone, email, or the state grievance portal.

99. Grievance redress/Problem solving through participatory Process: The PMU and PIUs will make efforts to resolve problems and conflicts amicably through a participatory process. Contact phone numbers and names of the concerned staff and contractors will be displayed at all construction sites.

100. **Grievance Redressal Committee:** The project will establish grievance redressal committees at the site, PIU, and PMU levels to provide a mechanism for addressing

complaints and disputes and to reduce litigation. The following will be the composition of the GRCs.

101. **Site-level GRC (1st level)** - Complaints received (written or oral communication) will be registered in the complaint register, assigning a complaint number, date of receipt, name of complainant, and address/contact number of the complainant. The immediate level for lodging complaints will be the field level or site level; the contractor's representatives and the Junior Engineers of the PIU are the immediate point of contact for the community. The Project Site Level grievance redress committee will review the complaint and direct the Contractor for necessary action and will try to resolve the issue within 7 days from the date of receipt of complaint; depending on the type/nature of complaint the Contractor will be given reasonable time for corrective action; the safeguard supports of PDMC will inform/communicate the complainant about the corrective actions by e-mail, text message or telephonically. The action taken will be documented in the complaint register, and the complaint will be closed if it is satisfactorily addressed. If the grievances cannot be resolved immediately at the site/field level or require additional support and decision-making, they will be brought to the concerned PIU Level. The PIU will maintain the records of grievances with the help of PDMC. The Project Site-Level grievance redress committee will comprise the following members:

- Junior Engineers, UDD
- Safeguard Supports (Social and Environment), PDMC
- Project Manager, Contractor
- Environment Health and Safety (EHS) Supervisor, Contractor
- Representative of the affected community member/leader (as applicable)

102. **PIU level GRC (2nd level)** - All grievances that cannot be redressed within 7 (Seven) days at the field level will be escalated to PIU-level GRC established in each PIU. GRC at the PIU level will be headed by the Project Manager (Superintendent/Executive Engineer). The PIU-level GRC will also co-opt representatives from other line departments (PWD, ULB, PHED, etc.), as and when required, including representatives from indigenous peoples' communities.¹³ PIU will resolve the grievances or issues within the stipulated time frame of ten days of receipt of the complaint and will comprise the following members:

- Project Manager (Executive Engineer), PIU, UDD
- Safeguards Focal (Assistant Engineer), PIU, UDD
- Safeguard Supports (Social and Environment), PDMC
- Project Manager, Contractors
- Representative of the affected community member/leader (as required)

103. **PMU Level GRC (3rd level)** - In case the grievances are not addressed at the PIU level within 7 days of receipt, the same shall be brought to the notice of the PMU-level GRC. The PMU-level GRC will comprise the Project Director as chairman, the Additional Director as Co-chairman and the Project Manager (Executive Engineer) as member secretary. The committee can co-opt any other member required to resolve the grievances from the line departments (ULB, PWD, TWD, PHED, Department of Environment and Forests, etc.) and representatives of the affected community, including indigenous people, as needed. The GRC at the PMU level will resolve the grievance within 15 days of receiving the complaint. The GRC will comprises of following members:

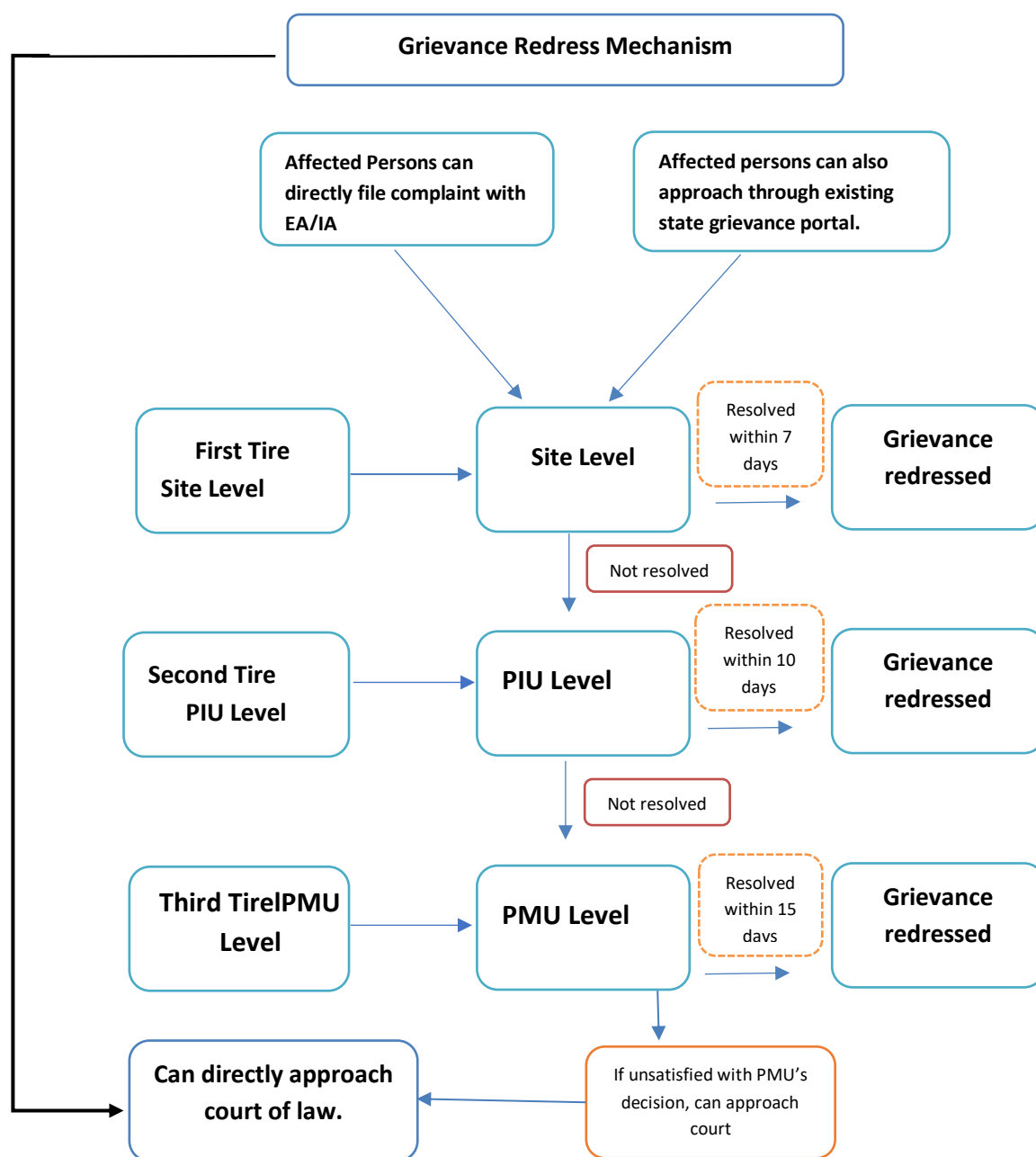
- Project Director - Chairman
- Joint Project Director
- Project Manager (Executive Engineer)

¹³ In case of any components with impact on indigenous people, GRC will have representative from affected indigenous people community or leader.

- Social Safeguard Focal (Assistant Engineer), PMU, UDD
- Environmental Safeguard Focal (Assistant Engineer), PMU, UDD
- Team Leader, PMDSC
- Social Safeguards Specialist, PMDSC
- Environmental Safeguard Specialist, PMDSC

104. The complainant will be informed in writing about the resolution of their complaint or the decision of the grievance redress committees. The complainants are free to approach the court of law at any time of their own will, at any stage, and to access the country's legal system, which can run in parallel to the GRM and is not dependent on its negative outcome.

Figure 12: Grievance Redress Mechanism



105. **Additional grievance management.** In addition to the project-level grievance [redress] mechanism provided by the UDD, people who are, or may in the future be, adversely affected by the project have a range of forums available to them for purposes of raising their complaints, grievances, and concerns. These include applicable judicial or administrative forums, as well as ADB through its resident missions and ADB project teams. The UDD will help ensure that project-affected people are aware of these forums for addressing their complaints, grievances, and concerns. The UDD should provide the applicable ADB contact details as part of stakeholder consultations and information disclosure, including in response letters to a complaint where appropriate, so that project-affected people know how to reach out to ADB.

106. **Court of Law:** Under the project-specific GRM, an aggrieved person shall have access to the country's legal system at any stage, and access to the legal system can run parallel to access to the GRM and is not dependent on the outcome of the GRM.

107. **ADB's Accountability Mechanism:** The Accountability Mechanism provides an independent forum and process through which people adversely affected by ADB-assisted projects can voice their concerns and seek resolution of their problems, as well as report alleged violations of ADB's operational policies and procedures. If the established GRM is not able to resolve the issue, the affected person can use the ADB Accountability Mechanism by directly contacting (in writing) the Complaint Receiving Officer. Before submitting a complaint to the Accountability Mechanism, it is recommended that affected people make a good-faith effort to resolve their problems by working with the concerned ADB operations department (in this case, SAUW). Only after doing that, and if they are still dissatisfied, should they approach the Accountability Mechanism.

108. **Documentation:** PMU, with the support of PIUs and PDMC, will be responsible for the timely registration of grievances, related disclosure, and communication with the aggrieved party. PMU will also ensure that all details from submission to resolution are well documented.

109. **Record-keeping:** PIUs will keep records of grievances received, including the complainant's contact details, the date the complaint was received, the nature of the grievance, agreed corrective actions, the date these were implemented, and the outcome. The number of grievances recorded and resolved, along with their outcomes, will be reported in monitoring reports submitted to ADB on a semi-annual basis.

110. **Periodic review and documentation of lessons learned.** The Project Director, PMU will periodically review the functioning of the GRM in each town and record information on the effectiveness of the mechanism, especially on the project's ability to prevent and address grievances.

111. **Costs.** All costs related to the resolution of grievances (meetings, consultations, communication, and reporting/information dissemination, as well as costs incurred by affected persons to attend GRC meetings, if any) will be borne by the PMU.

X.INSTITUTIONAL ARRANGEMENTS

A. Safeguard Implementation Arrangements

112. **Project Management Unit.** The Directorate of Urban Department, GoN, will establish the PMU with a project director and a Joint project director. The PMU will also include a project Manager and will be supported by subject matter specialists.

113. The project director at PMU will be the nodal officer for environmental, social safeguards, and gender and will be responsible for ensuring compliance with ADB's safeguards policy statement (SPS) during project implementation, including monitoring and reporting. A qualified and experienced social safeguard focal will be engaged to support the project director, who will be recruited from the open market (educational and professional).

114. The following will be the social safeguards related responsibilities of PMU:

- (i) Conduct screening of the project components for past, present and future involuntary resettlement impacts and risks;
- (ii) Review and finalize the involuntary resettlement and indigenous people category in accordance with the SPS, 2009;
- (iii) Liaise with district administration to obtain the land documents, ensure land availability and transfer of land, and the issuance of no objection certificates (as and when required) for all the projects;
- (iv) Ensure compliance with all government rules and regulations regarding land acquisition, land transfer and issuance of no-objection certificates;
- (v) Provide support to design the project to avoid or minimize involuntary resettlement impacts;
- (vi) Undertake the review of resettlement plans, RIPPs, and DDRs prepared by the project management and Design supervision consultants (PMDSC) and confirm compliance with ADB's requirements;
- (vii) Ensure that resettlement plans, RIPPs and DDRs, are included in the bidding documents and civil works contracts;
- (viii) Ensure implementation of agreed safeguards documents;
- (ix) Provide support to the project Implementation units (PIU) and PMDSC in the preparation of the micro plans and distribution of the compensation as per the agreed entitlement matrix;
- (x) Supervise and guide the PIUs to carry out the proper implementation and ensure compliance with ADB's social safeguard requirements and recommend corrective actions if required;
- (xi) Ensure the contractors comply with the agreed resettlement plans, RIPPs, and DDRs;
- (xii) Ensure timely disclosure of resettlement plans, RIPPs and DDRs at locations and form accessible to all the stakeholders, including the affected persons;
- (xiii) Consolidate social safeguard monitoring information from PIUs, prepare and ensure submission of the semi-annual social safeguard monitoring reports to ADB regularly up to the issuance of project completion report;
- (xiv) Conduct and record regular public consultation and awareness throughout the project cycle;
- (xv) Take proactive measures to address grievances promptly brought in through the grievance redress mechanism;
- (xvi) Organize/conduct periodic orientation programs to train project staff, consultants and contractors, social safeguard and gender requirements related to mitigation measures, and

- (xvii) Undertake immediate actions to resolve the unexpected adverse impacts identified during the execution of the project.

115. **Project implementation unit.** The project will establish 4 (Four) project implementation units (PIUs) - for the roads/drains and water supply component) in the project towns of Kohima, Dimapur, Mokokchung and Mon. Each PIU will be headed by a project manager (executive) and supported by assistant / junior engineers. The project manager of each PIU will be responsible for ensuring compliance with the environmental, social safeguards and gender aspects of the project.

116. The following will be the social safeguard related responsibilities of PIU.

- (i) Conduct detailed measurement and verification surveys of affected persons, prepare a list of affected persons, and provide all data required to prepare/update resettlement plans, RPPs and DDRs/PPs with support from the social safeguard associates and safeguards specialist of PMDSC;
- (ii) issue advance notices to all the stakeholders, including affected persons, informing them about the tentative schedule of works along with entitlement matrix and compensation packages and cut-off date;
- (iii) Coordinate for valuation of assets, such as land, trees, crops and other assets, with PMDSC's support;
- (iv) Based on proper due diligence and assessment, prepare compensation packages; ensure the distribution of the compensation of the affected person for their losses with support from the PMDSC;
- (v) Organize the consultations with affected persons, with the assistance of PMDSC, and ensure updated project information is disseminated among all the stakeholders, including affected persons;
- (vi) Liaison with the district administration to obtain land records, no-objection certificates and right of way as and when required;
- (vii) Oversee the day-to-day implementation to ensure that impacts are avoided and mitigation measures proposed in resettlement plans, RPPs, DDRs and EMP are adhered to by the contractors; and
- (viii) Ensure the GRM functions at the field level and that grievances are resolved in a timely manner.

117. **Project Management and Design Supervision Consultants (PMDSC).** The project will engage the services of PMDSC to support the PMU and PIU in implementing and ensuring compliance with the social safeguard requirements. PMDSC will mobilize a social safeguards specialist and three social safeguards support staff to support the PMU and PIU in project implementation.

118. The detailed social safeguards related responsibilities of PMDSC will include, but are not limited to, the following:

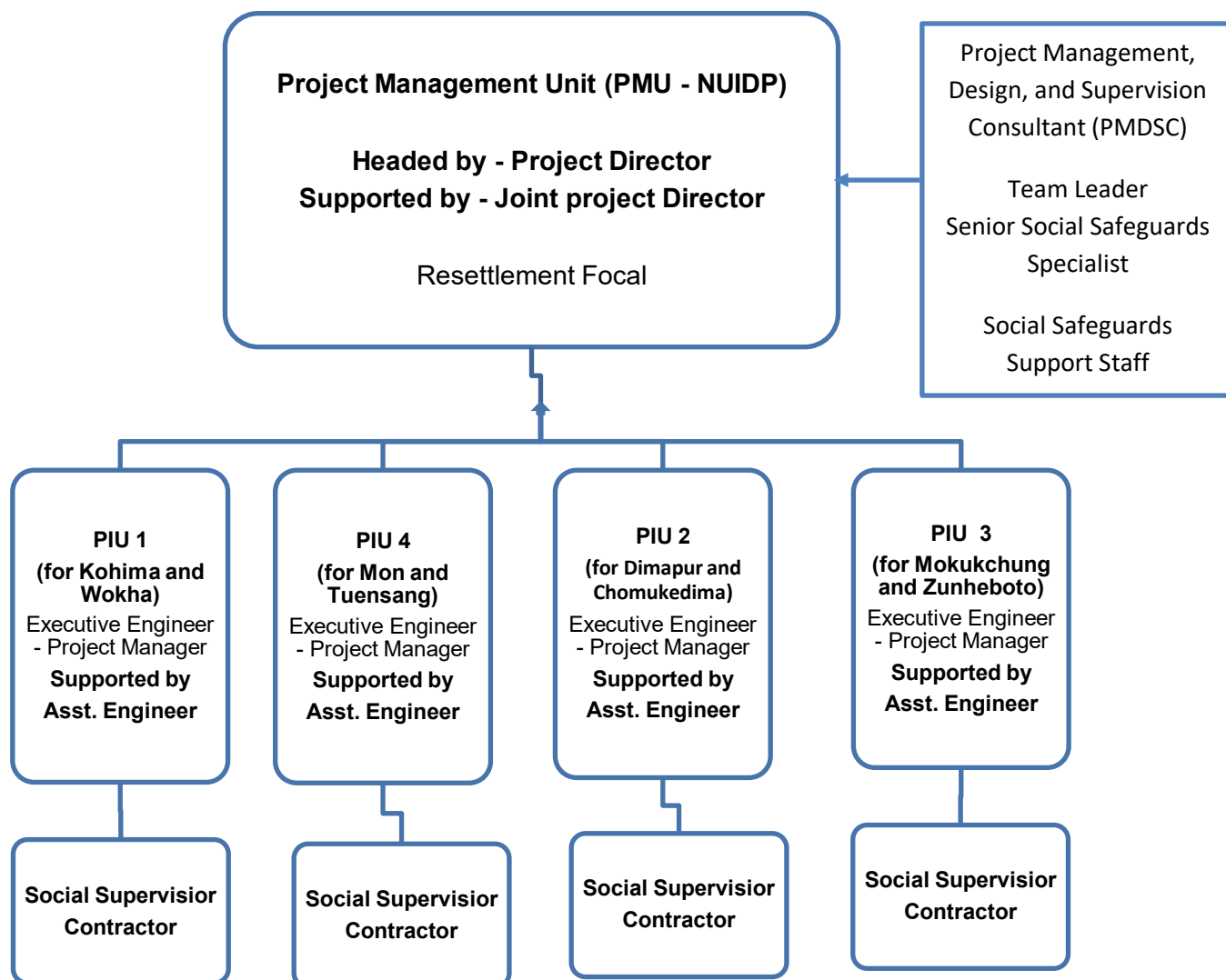
- (i) Ensure that resettlement plans, RPPs, and DDRs are prepared and updated promptly as per the final design;
- (ii) Support and assist PMU/PIU in implementing approved safeguard documents. Hold consultations as required in the project.
- (iii) Provide support to PMU and PIUs in liaison with district administration to obtain the land documents, issuance of no objection certificates and transfer of land (as and when required);
- (iv) Develop systems to monitor social safeguards and gender outcomes of the Project, including the functioning of the GRM, and prepare indicators for monitoring safeguards and gender parameters;

- (v) Support the PMU and PIUs in ensuring that the social safeguards and activities are carried out in accordance with government policy, agreed plans and in compliance with the SPS 2009;
- (vi) Provide the support to address grievances promptly brought in through the grievance redress mechanism;
- (vii) Ensure that the relevant measures related to social safeguards specified in the RPs/, RPPs, and DDRs are incorporated in bidding documents and monitor their compliance on behalf of PMU/PIUs;
- (viii) Ensure monitoring of social safeguards plans and identify and address unanticipated impacts, if any;
- (ix) Conduct regular consultations with all the stakeholders, including the affected persons,
- (x) Prepare semi-annual social safeguards monitoring reports and submit them to ADB through PMU; and
- (xi) Conduct regular orientation programs to train project staff, consultants and contractors, social safeguards and gender requirements related to mitigation measures.

119. **Contractor.** The contractor will hire a dedicated EHS cum social supervisor within one month of mobilization, who will ensure the following tasks are completed.

- (i) Work in close coordination with the PMU, PIUs, PMDSC to finalize the detailed design, keeping in view the safeguard principles adopted for the project;
- (ii) Conduct detailed measurement surveys (DMS) jointly with PMU, PIUs, and social safeguards personnel from PMDSC at sites/sections ready for implementation to arrive at the final inventory of loss;
- (iii) Make efforts to avoid or mitigate the resettlement impacts through the design considerations in discussion with the safeguards staff of PMU, PIUs and PMDSC
- (iv) Ensure that no civil works are initiated in the stretch where there are affected persons without payment of compensation;
- (v) Assist with grievance redress and ensure recording, reporting and follow-up for resolution of all grievances received;
- (vi) Understand the regulatory compliance requirements related to labour welfare, environmental and social safeguards, and occupational health and safety;
- (vii) Assist PMU and PIUs in disclosing relevant information on safeguards (eligibility, entitlements, compensation, cut-off date, processes, timelines, GRM) to all the stakeholders, including affected persons.

Figure 13: Institutional Implementation Arrangements



XI.IMPLEMENTATION SCHEDULE

120. The project will be implemented over a period of 36 months. The RIPP implementation schedule will align with the project implementation schedule, though preparatory work will be carried out well in advance. In general, the project implementation will consist of three major phases, namely project preparation, land acquisition (if required), and rehabilitation of affected persons. In line with the principles laid down in this RIPP, the executing and implementing agency will ensure that project activities are synchronized between the RIPP and the project. The executing agency and implementing agency will ensure that no physical or economic displacement of affected families will occur until: (i) compensation at full replacement cost has been paid to each displaced person for project components or sections that are ready to be constructed; (ii) other entitlements listed in the RIPP are provided to the displaced persons; and (iii) a comprehensive income and livelihood rehabilitation program, supported by adequate budget, is in place to help displaced persons improve, or at least restore, their incomes and livelihoods. All land required will be provided to the contractor, free of encumbrances, prior to the handover of the project sites and the start of civil works. The implementation of the RIPP will include: (i) identification of cut-off date and notification; (ii) verification of losses and extent of impacts; (iii) finalization of entitlements and distribution of identity cards; (iv) consultations with affected persons on a regular basis. The implementation schedule is given in Table 16.

Table 16: The Implementation Schedule (Tentative)

Activity	2026				2027				2028				2029				2030			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<i>Establishment of PMU</i>	X																			
<i>Establishment of 03 PIUs for town level work</i>		X																		
<i>PMU and PIUs staffed with social safeguard personnel</i>		X	X																	
<i>Project management Design and supervision consultants (PDMC) on board with all safeguard personnel in place</i>			X	X																
<i>Project level GRM established</i>			X																	
<i>Awareness campaign among affected persons on entitlements, impact avoidance and mitigation measures to be implemented by the contractor</i>				X	X															
<i>Preparation of draft RIPP and safeguard documents</i>	X	X	X	X	X															
<i>Conduct DMS, census surveys and issuance of ID cards in sections ready for construction</i>			X	X	X	X														
<i>Identification of vulnerable affected persons (if any)</i>				X	X	X														
<i>Update draft Resettlement and Indigenous People Plan to reflect surveys, consultations, design changes, and due diligence results</i>						X	X	X												
<i>Consultations and disclosure</i>		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Review and approval of updated draft RIPP (ADB)</i>							X	X												
<i>Training/capacity building of PMU and PIU safeguards officers, engineers, and other staff, PDMC supervision staff and contractor's staff</i>					X	X	X	X	X											
<i>Payment of compensation to affected persons</i>								X	X	X										
<i>Handover of sites and alignments to contractor</i>										X	X									
<i>Start of civil works</i>										X	X	X	X	X	X	X	X			
<i>Internal monitoring, including surveys of affected persons on entitlements, satisfaction surveys</i>						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<i>Repair/reconstruction of affected structures, utilities, if any</i>										X	X	X	X	X						

XII. MONITORING AND REPORTING

A Internal Monitoring Arrangements

121. The Project Implementation Unit (PIU) under the Dimapur Municipal Council (MMC) will conduct internal monitoring, preparing quarterly reports for submission to the Project Management Unit (PMU) within the DUD. These reports will track key indicators, including: (a) disbursement of entitlements and allowances, (b) resolution of grievances through the GRM, (c) support provided to vulnerable groups (e.g., ST, women-headed households), and (d) progress of consultations and awareness activities. Data will be gender-disaggregated to ensure equitable monitoring, capturing both quantitative metrics (e.g., number of APs compensated) and qualitative feedback (e.g., community satisfaction).

122. Monitoring will involve administrative monitoring to ensure that implementation is on schedule and problems are addressed in a timely manner; socio-economic monitoring during and after any resettlement impacts, using baseline information established through the detailed measurement/census survey of affected persons proposed during Resettlement Plan updation; and overall monitoring. Monthly and Quarterly progress reports on the status of RIPP implementation will be prepared by the PIU, assisted by PMDSC. The PMU will submit semi-annual monitoring reports to ADB for review and post all safeguard monitoring reports on ADB and Urban Development Department website.

B Indicators and Reporting Formats

121. Monitoring Indicators: Monitoring will be based on a structured set of indicators across three categories:

- **Process Indicators:** Number of consultations held, awareness sessions conducted, grievances registered and resolved.
- **Output Indicators:** Number of APs compensated, entitlements disbursed, training sessions completed.
- **Impact Indicators:** Restoration of income levels, improvement in living standards, satisfaction of APs with support received. All indicators will use gender-disaggregated data to ensure inclusive tracking and reporting.

C Disclosure

122. All monitoring reports will be disclosed on the DUD and ADB websites. Summary will be translated into the local language and disclosed to community throughout the project lifecycle.

XIII. NEXT STEP

123. The major tasks associated with updating the RIPP and its implementation are as follows (including but not limited to):

- i. The safeguard documents will be updated after impact assessment during the detailed measurement survey (DMS) upon finalization of the detailed design.
- ii. The executing and implementing agency will provide a letter confirming ownership of both roads and drains, which will be updated in the Resettlement and Indigenous People Plan.
- iii. The PIU engineers and safeguards focal, along with the PMDSC safeguard specialist and Contractors, will conduct joint engineering measurements based on the final design of the road and drain alignments. They will reconfirm the assessed impacts of involuntary resettlement.
- iv. The PIU and PMDSC will conduct consultations with the affected persons. it will be

communicated that if impacts are avoided, the affected business owners in that section would not be eligible for compensation. The impact avoidance will be adequately documented (through before-and-after videography and photographs), and consent from the business owner(s) will be obtained confirming that there is no impact. Impact avoidance will be reported to ADB through the social monitoring reports with all documentation appended.

- v. The contractor will try to avoid any impact on the CPR (if found); if impact avoidance is not possible, it will conduct consultations with the support of PIU and PMDSC social safeguard support staff, with CPR users, management committee, devotees, and ULB representatives, and report the outcomes through SSMR.
- vi. The cut-off date for temporary impacts will be communicated to affected persons by PIU and PMDSC.
- vii. Public consultations will continue with the affected persons and other stakeholders throughout the project cycle.
- viii. ADB's clearance of the updated RIPP, based on the final impact assessment at the detailed design and DMS stages, will be obtained by the Project Management Unit (PMU) prior to commencement of civil works.

Appendix 1: Picture of Dimapur Urban Road & Roads Side Drainage



<p>Road-6</p>  <p>Latitude: 25.911687 Longitude: 93.722292 Elevation: 165.58±1.2 m Accuracy: 8.742 m Time: 01-09-2025 13:09 Note: Dimapur R'</p> <p>Powered by NetCam</p>	<p>Road-6</p>  <p>Latitude: 25.906661 Longitude: 93.744451 Elevation: 162.13±4 m Accuracy: 18.4 m Time: 29-08-2025 10:50 Note: RD-DM-8</p> <p>Powered by NetCam</p>
<p>Road-7</p>  <p>Latitude: 25.909068 Longitude: 93.725397 Elevation: 166.33±1 m Accuracy: 37.6 m Time: 28-08-2025 12:36 Note: RD-DM-9</p> <p>Powered by NetCam</p>	<p>Road-8</p> 
<p>Road-9</p>	

Appendix 2: Departmental Letters on Handover to UDD Indicating Road Alignments and Available Right of Way (RoW)



**GOVERNMENT OF NAGALAND
URBAN DEVELOPMENT DEPARTMENT
NAGALAND : KOHIMA**

NO.UDD/7-GEN/05/URBAN-ROADS/2020

Dated Kohima, the 5th May, 2020

MEETING MINUTES

A coordination meeting of Urban Development, Municipal Affairs and Works & Housing (PWD-R&B) Departments was held on 04.05.2020 at 11:00 A.M. in the Office Chamber of the Principal Secretary, Urban Development Department, Kohima to workout modalities for transfer/handover of Urban Roads in 39 ULBs/Urban Areas and redeployment/posting of officers and support staff to the Urban Development as per decision of the Cabinet in its meeting held on 07.04.2020. *Attendance sheet annexed.*

After deliberation on the documents submitted by the PWD (R&B) and UDD, the following decisions were made as below:-

1. As proposed by PWD(R&B), it was decided that a joint physical verification of the Urban Roads will be carried out by the Urban Development/Municipal Affairs and Divisions concerned of PWD(R&B) in all ULBs/Urban Areas in Phase manner as below:
 - a) Phase-I (District Hqtrs) within May, 2020.
 - b) Phase-II (remaining ULBs) within June, 2020.

The task for joint physical verification to begin tentatively w.e.f. 7th May, 2020 and the original Reports are to be submitted to the Government with joint signature of HqDs of PWD(R&B) and Urban Development for formal handing/taking over of the Urban Roads.

The Urban Development will work-out the programme for joint physical verification and intimate the same to all concerned E.E., PWD(R&B).

2. Regarding the manpower for establishment of the 'Urban Engineering Wing', the Urban Development Department will work-out detailed requirements of technical officers/support staff and notify as per the approval of the Cabinet in its meeting dated 07.04.2020 conveyed vide Memorandum NO.CAB-2/2013 dated 08.04.2020 as per amalgamation principle and accordingly, the Works & Housing Department will redeploy/post requisite officers to man the 'Urban Engineering Wing'.
3. Regarding the transfer/handover of Work-Charged Employees from NPWD to Urban Development Department, the NPWD proposed 2 options to the UDD. Accordingly, it was decided that UDD will examine the options and convey the decision on the matter.

Sd/- I. HIMATO ZHIMOMI

Principal Secretary to the Government of Nagaland

NO.UDD/7-GEN/05/URBAN-ROADS/2020

Dated Kohima, the 5th May, 2020

Copy to:-

1. The Addl. Chief Secretary to Chief Minister, Nagaland, Kohima.
2. The PS to Advisor, Urban Development & Municipal Affairs, Nagaland, Kohima.
3. The OSD to Chief Secretary, Nagaland, Kohima.
4. The Commissioner & Secretary, Works & Housing Department, Kohima.
5. The Engineer-in-Chief, NPWD, Kohima.
6. The Chief Engineer, PWD (R&B), Kohima.
7. The Director, Urban Development, Kohima.
8. The Additional Director, Municipal Affairs, Nagaland, Kohima.
9. All Executive Engineers, PWD(R&B), Nagaland.
10. The Executive Engineer, Urban Development/Municipal Affairs, Kohima.
11. Office copy.

(Signature)
5/5/2020

(BENDANGLILA)

Deputy Secretary to the Government of Nagaland

**GOVERNMENT OF NAGALAND
OFFICE OF THE CHIEF ENGINEER, PWD(R&B)
NAGALAND: KOHIMA**

NO.CE(R&B)/TB-III/H-T/2019-20/


Dated Kohima, the ^{21st} July 2020

HANDING AND TAKING OVER

The Urban Roads under PWD(R&B) Nagaland, Kohima, for the 26 Sub-Divisional Headquarter Urban Local Bodies (ULBs) is handed over by the PWD(R&B) Department to Urban Development Department vide Cabinet Memorandum No.CAB-2/2013 Dated, Kohima the 8th April, 2020.

The list of Urban Roads Phase-II to be handed over is enclosed in the Annexures as per the Joint Physical Verification Report.

Taken Over by



(S. TAKATUBA AIER)

Director

Urban Development Department

Nagaland: Kohima.

Handed Over by

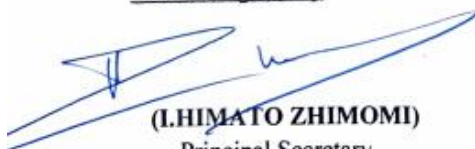


(ER. LIMANARO)

Chief Engineer, PWD (R&B)

Nagaland: Kohima.

Countersigned by



(LHIMATO ZHIMOMI)

Principal Secretary

Urban Development Department

Nagaland: Kohima.



(ROVILATO MOR IAS)

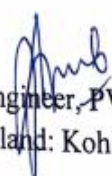
Commissioner & Secretary

Works and Housing Department

Nagaland: Kohima.

Report

- ❖ The Cabinet approved the handing over of the Urban Roads of the 39 Urban Local Bodies (ULBs) in the eleven district of the state to the Urban Development and Municipal Affairs Department vide. Cabinet Memorandum No. CAB -2/2013 dated Kohima the 8th April 2020.
- ❖ The Urban Development Department issued a notification dated 4th May 2020 for creation of a Technical Establishment known as Urban Engineering Wing to look after implementation of works/projects under Urban Roads in all urban areas of the state and other developmental works headed by an Additional Chief Engineer.
- ❖ A Co-ordination Meeting of Urban Development, Municipal Affairs and Works and Housing (PWD R&B) Department was held on 4th May 2020 and as per the Meeting Minutes (*copy enclosed*) it was decided that
 1. A Joint Physical Inspection of the Urban Roads will be carried out by Urban Development Department, Municipal Affairs Department and PWD(R&B) in all ULBs/Urban Areas. The Urban Roads were to be handed over in a phased manner
 Phase –I : **District Headquarters.**
 Phase –II : **Remaining ULBs**
 2. The Urban Development Department to work out detailed requirements of technical Officers/Support Staffs for establishment of Urban Engineering Wing and accordingly, Officers to be deployed from NPWD.
 3. Regarding Work charged Employees, the NPWD proposed two options, the Urban Development Department was to examine and convey the decision to the NPWD.
- ❖ Accordingly, A tour plan for Joint Physical Verification of Urban Roads in the districts of Nagaland was worked out by Urban Development Department scheduled from 13th – 29th May 2020 vide letter No .UU/78-GEN/05/URBNA-ROADS/2020 Dated, Kohima the 11th May 2020 (*Copy Enclosed*)
- ❖ Subsequently, Joint Physical Verification of the Urban Roads was conducted by Urban Development Department and the concerned PWD(R&B) Division. A detail list of the urban roads has been compiled for the 26 Sub-Divisional Headquarter ULBs (Phase-II) based on the joint physical verification report submitted to PWD(R&B) office. (*Refer enclosed copy of Abstract statement of the urban roads Phase-II to be handed over*)
- ❖ In this regard, a Memo for Handing and Taking over of the 26 Sub-Divisional Headquarter ULBs (Phase-II) urban roads is prepared and submitted for further necessary action.


 Chief Engineer, PWD (R&B)
 Nagaland: Kohima

Appendix 3: FGD Urban Infrastructure Development Project, Nagaland

Location: Ward No-1;

Town: Station road Dimapur, Nagaland

Project: Urban Infrastructure Development Project.

Date: 18-10-25

Attendees: Male-07

Introduction and Meeting Objective:

A consultation meeting was held on 17 oct 2025, at the station road ward 1 Colony, Dimapur Town, bringing together ward members and residents from Ward 1, and. Organized by the Project Development and Management Consultant (PDMC) team, the meeting provided a platform for dialogue on the ongoing social survey and proposed infrastructure development initiatives.

During the session, the PDMC team presented an overview of the Asian Development Bank (ADB)-funded project aimed at promoting sustainable infrastructure development in Dimapur, with a particular emphasis on improving the town's drainage systems. Addressing the challenges of inadequate drainage and road infrastructure will require a comprehensive approach—combining engineering solutions, policy measures, and active community involvement.

The proposed improvements are expected to enhance connectivity, reduce flood risks, and contribute to the region's long-term development. Participants highlighted the critical role that well-planned and durable drainage and road systems play in driving overall infrastructure growth. The PDMC team leader underscored the importance of strategic planning and strong community collaboration. Attendees actively participated in the discussion, sharing valuable input and expressing their commitment to the project's successful implementation.

Overview of the Urban Development Project

The project encompasses the construction of new infrastructure, including drainage systems, roads, solid waste management (SWM) systems, faecal sludge treatment plants (FSTPs), landslide mitigation measures, sanitation facilities, and public spaces. Additionally, it involves the revitalization of existing structures and areas. Enhancing road conditions alongside implementing effective drainage systems is a critical focus of the project in Dimapur Town, complementing the broader SWM initiatives.

Discussion on Current Urban Issues in Dimapur: Storm Drainage System & Roads

Ward members underscored the pressing need for enhanced urban infrastructure in Dimapur, with particular focus on the development of an efficient storm drainage system and the improvement of deteriorating road conditions. In densely populated areas, poor drainage and inadequate road infrastructure have emerged as major concerns, significantly impacting mobility, public transportation, safety, and the overall quality of life for both residents and visitors.

Participants also voiced concerns about the inconsistent water supply across various wards and expressed optimism that the ADB-funded development project would bring about meaningful and lasting improvements. Infrastructure development in Dimapur continues to face substantial challenges, further compounded by inadequate drainage, substandard roads, rising population density, and the lack of essential amenities such as footpaths, reliable electricity, and a consistent water supply.

The deteriorating drainage and road systems have caused widespread inconvenience, especially during the monsoon season, leading to waterlogging, increased vehicle maintenance costs, and a higher incidence of road accidents. Poor drainage has contributed to water stagnation, while failing road conditions have weakened road foundations, further increasing the risk of accidents.

Additionally, Dimapur's urban congestion is exacerbated by factors such as inadequate infrastructure planning, unregulated growth in private vehicle ownership, frequent traffic violations, and a lack of effective drainage solutions. These issues collectively contribute to severe traffic congestion and slow-moving traffic. The discussions emphasized the urgent need for holistic, well-planned, and sustainable infrastructure development to effectively address these critical urban challenges.

Community Feedback and Suggestions: Storm Drainage and Roads Urban Infrastructure

Ward members actively engaged in discussions on urban infrastructure development, with a strong focus on storm drainage systems and road conditions. Students highlighted the difficulties they face in commuting to school due to waterlogged drains and roads riddled with potholes. Participants stressed the urgent need for improvements across multiple sectors, including roads, water supply, drainage, footpaths, sanitation, and healthcare services.

Concerns were raised about the inadequate width of both drainage systems and roads, which hinders traffic flow especially for larger vehicles and during emergencies. Rapid urbanization and the increasing number of private vehicles have placed growing pressure on the existing drainage infrastructure, resulting in congestion and reduced efficiency.

There was a strong consensus on the need to construct durable, sustainable drainage systems and roads to ensure long-term functionality. Community members pointed out that many drainage systems are severely damaged, marked by cracks, potholes, and uneven surfaces, all of which are exacerbated by the lack of regular maintenance. To address these issues, participants recommended the adoption of modern construction methods, including the use of geotextiles for drainage stabilization, and stressed the importance of capacity-building programs for local workers.

Special attention was directed toward drainage construction in market areas, where disruptions could affect vendors' livelihoods. It was suggested that appropriate compensation be provided to affected vendors during construction.

The GB members and broader community expressed unanimous support for the proposed drainage and road development projects, pledging their full cooperation to ensure successful implementation. They acknowledged that enhanced infrastructure would not only improve connectivity and reduce risks but also significantly contribute to the overall growth and development of the state.

Attached Attendance Sheet & Photograph:



Directorate of Urban Development
Infrastructure Development Project in Nagaland

ATTENDANCE SHEET

Location: Rd No. 7. Station road. Imp. Date: 15/11/2025

SL No.	Name of Participants	Gender (M/F)	Social Category	Designation	Signature	Contact Number
1	Ujjal Deb				Ujjal	9101984892
2	Swapan Baruah -				Swapan	6009521807
3	Raju Ali				Raju	8794301409
4	Arish Borwa				Arish	9089325515
5	Kishan Liba.				Kishan	-
6	Pankaj PAUL				Pankaj	977483294
7	Geopal Bhosnich				Geopal	8974853060
8						
9						
10						

CS Scanned with CamScanner

Location: Ward No- 20
Town: Super market Dimapur, Nagaland
Project: Urban Infrastructure Development Project.
Date: 17-10-2025
Attendees: Male-3 & Female -18
Agenda: DRAINAGE & ROAD

Introduction and Meeting Objective

A consultation meeting was conducted on Oct 17th 2025, at the Super market Colony in Dimapur Town, bringing together Ward members and residents from Wards 20. Organized by the Project Development and Management Consultant (PDMC) Team, the meeting aimed to encourage active community involvement in discussions related to the ongoing social survey.

The PDMC Team presented an overview of an ADB-funded project focused on promoting sustainable infrastructure development in Dimapur, with a particular emphasis on improving drainage systems, stormwater management, and road infrastructure. The team leader outlined the project's scope, key objectives, and expected outcomes, underscoring the importance of the consultation in collecting meaningful community input to guide the urban development efforts.

During the discussions, residents emphasized the urgent need for effective drainage and stormwater systems, along with improved road conditions, identifying them as crucial to addressing current infrastructure challenges. They highlighted issues such as poor connectivity, safety risks, and the economic burden caused by inadequate drainage systems. Community members actively contributed their perspectives and pledged their full support and cooperation to help ensure the project's successful implementation.

Overview of the Urban Development Project

The project aims to develop new infrastructure, including roads, storm water drainage systems, solid waste management (SWM) facilities, faecal sludge treatment plants (FSTPs), landslide mitigation measures, sanitation amenities, and public spaces. Additionally, it focuses on revitalizing existing structures and areas. A primary objective in Dimapur Town is to improve storm water drainage systems, construct efficient drainage networks, and enhance SWM facilities.

Discussion on Current Urban Issues in Dimapur

Ward members emphasized the urgent need for urban infrastructure development in Dimapur, particularly highlighting ongoing challenges related to drainage and road maintenance. The lack of proper drainage systems especially in densely populated areas has become a serious concern, significantly affecting public transportation, daily mobility, safety, and the overall quality of life for residents and commuters.

Participants raised specific issues linked to poor drainage infrastructure, such as unreliable water supply in certain wards, and expressed hope that the ADB-funded development project would lead to tangible improvements and support long-term sustainability.

Infrastructure development in Dimapur faces several obstacles, primarily due to inadequate drainage systems, poor road conditions, and high population density. Many areas still lack basic urban amenities such as footpaths, reliable electricity, well-designed drainage, and consistent water supply.

The situation worsens during the monsoon season, when ineffective drainage and deteriorating roads cause water stagnation, damage road foundations, increase vehicle maintenance expenses, and raise the risk of accidents. In already congested urban zones, these drainage issues are further intensified by severe traffic congestion. Contributing factors include rapid population growth, insufficient infrastructure planning, an increasing number of private vehicles, and frequent violations of traffic regulations all of which lead to slow-moving traffic and frequent disruptions.

The discussion underscored the need for comprehensive, well-coordinated, and sustainable infrastructure solutions to address these critical urban challenges.

.Attached Attendance Sheet & Photograph:

Directorate of Urban Development Infrastructure Development Project in Nagaland ATTENDANCE SHEET						
Location: <i>Super market</i>				Date: <i>17/10/2023</i>		
Sl.No.	Name of Participants	Gender (M/F)	Social Category	Designation	Signature	Contact Number
1	<i>Smt Alung I</i>	F			<i>Alung</i>	9223917483
2	<i>Tsomyani</i>	F			<i>Tsomyani</i>	8730806972
3	<i>Hauraimai</i>	F			<i>Hauraimai</i>	8575835267
4	<i>Khuzi</i>	F			<i>Khuzi</i>	8494990279
5	<i>Priya Devi</i>	F			<i>Pri</i>	9089025740
6	<i>Candida Latha</i>	F			<i>Latha</i>	6009007494
7	<i>Munu Hapa</i>	F			<i>Munu</i>	6009040794
8	<i>Chuntham</i>				<i>Chuntham</i>	7005137303
9	<i>Nyohshy</i>	F			<i>Nyohshy</i>	9615630211
10	<i>Rongsemongla</i>	F			<i>Rongsemongla</i>	7085620208

Directorate of Urban Development
Infrastructure Development Project in Nagaland
ATTENDANCE SHEET

Location: _____ Date: _____

Sl.No.	Name of Participants	Gender (M/F)	Social Category	Designation	Signature	Contact Number
1	HOTON				<i>[Signature]</i>	9366759066
2	AMENLI				<i>[Signature]</i>	893001196
3	Pantilev				<i>[Signature]</i>	9612960094
4						
5						
6						
7						
8						
9						
10						



Location: Ward No-;5,6,13 **Town:** Dimapur, Nagaland

Project: Urban Infrastructure Development Project.

Date: 28-08-2025

Attendees: Male-8 & Female -4

Agenda: ROAD

Introduction and Meeting Objective:

A consultation meeting was held on 28th August 2025 with the ward members and residents of Wards No. 5, 6, and 13 at Walford Colony and Residency Colony in Dimapur. The session was organized by the PDMC Team as part of the ongoing social survey activities. During the meeting, the team provided an overview of the ADB-funded project aimed at promoting sustainable urban infrastructure development in Dimapur, with a key focus on improving road quality. The team lead outlined the project's scope, key objectives, and expected outcomes. The consultation was positioned as a platform to gather valuable community feedback and insights that would help shape and guide the urban development initiative. Community members emphasized the urgent need for well-constructed and reliable roads, highlighting how current poor road conditions not only hinder connectivity but also pose serious safety risks and economic challenges for residents. Participants actively contributed their views and assured the PDMC Team of their full support and cooperation throughout the implementation of the project.

Overview of the Urban Development Project:

The project focuses on the development of new urban infrastructure in Dimapur Town, including the construction and improvement of roads. A key objective is to enhance road conditions and integrate efficient transportation systems as part of the overall urban upgrade.

Discussion on Current Urban Issues in Dimapur:

Ward members emphasized the urgent need for urban infrastructure development in Dimapur, identifying road construction as the top priority. In many densely populated areas, poor road conditions and the lack of effective drainage systems have emerged as major challenges, significantly hindering public transportation. This inadequate infrastructure affects mobility, compromises safety, and lowers the overall quality of life for both residents and commuters. Participants also voiced concerns about inconsistent water supply across several wards. However, there was shared optimism that the ADB-funded development project would lead to meaningful improvements and promote long-term sustainability. A recurring issue discussed was water accumulation due to inefficient road systems, which damages road foundations and further degrades road quality over time. Infrastructure development in Dimapur has been particularly challenging due to a combination of deteriorating roads and high population density. Additionally, the town still lacks several essential urban amenities, including well-planned and reliable road networks. Poor road conditions become especially problematic during the rainy season, often resulting in flooding, increased vehicle maintenance costs, and a higher risk of road accidents. In overcrowded urban areas, the road network is frequently overwhelmed, causing severe traffic congestion. This is attributed to factors such as poor road planning, inadequate infrastructure, a growing number of private vehicles, high population density, and widespread disregard for traffic regulations. Collectively, these issues contribute to persistent traffic delays and ongoing transportation challenges throughout the town.

Community Feedback and Suggestions:

Ward members actively participated in discussions on urban infrastructure development, highlighting the urgent need for improvements in key areas, particularly road conditions and transportation systems. They noted that many roads are too narrow, making navigation difficult—especially for larger vehicles and during emergency situations. Rapid urbanization and the increasing number of private vehicles have placed significant strain on the existing road network, resulting in frequent traffic congestion. Community members emphasized the need for durable and sustainable road construction to ensure long-term benefits. They raised serious concerns about deteriorating road conditions, particularly the impact on emergency response times when timely access to medical care is critical. In some areas, roads are in particularly poor condition, with potholes, cracks, and uneven surfaces—issues exacerbated by a lack of regular maintenance. Participants recommended the adoption of modern construction technologies, such as the use of geotextiles for road stabilization. They also stressed the importance of building local capacity through training programs and employment opportunities. Concerns were expressed regarding the potential impact of road construction in market areas, where ongoing work could disrupt vendors. To mitigate this, suggestions were made for fair compensation and support for those affected during the construction phase. The GB members and the broader community expressed strong support for the proposed road development project and pledged their full cooperation to ensure its successful implementation. The community believes that improved infrastructure will enhance connectivity, reduce risks, and significantly contribute to the region's overall development and progress.

During the rainy season, many urban roads become waterlogged, leading to severe disruptions in daily life. Poor drainage systems and blocked stormwater outlets cause rainwater to accumulate quickly, making roads difficult and dangerous to navigate. This not only worsens traffic congestion but also damages road surfaces and increases the risk of accidents. Residents often request better drainage infrastructure, regular cleaning of drains, and timely maintenance to prevent waterlogging and ensure safer, more reliable roads during heavy rains. Local people have raised concerns about Roads No. 2, 8, and 9 being heavily blocked due to improper car parking. Vehicles parked along both sides of these roads leave little space for moving traffic, especially during peak office hours.

Attached Photograph & Attendance Sheet:



[illegible]

Location: Ward No-9, 11, 13 & 14; **Town:** Dimapur, Nagaland

Project: Urban Infrastructure Development Project.

Date: 11-03-2024

Attendees: Male-17 & Female -1

Agenda: ROAD

Introduction and Meeting Objective:

A consultation meeting was held with the Ward members and community members of Wards No. 9, 11, 13, and 14 at the River Belt Colony Council Hall in Dimapur town on 11th of March 2024. The PDMC Team convened the programme with the ward members who engaged in discussions on social survey. The PDMC Team presented an overview of the ADB-funded project aimed at advancing sustainable infrastructure development in Dimapur Town, with a particular emphasis on improving road quality. The team lead has explained the project's scope, objectives, and expected outcomes. The team explained the purpose of consultation meeting to gather community insights and feedback for the urban development project. The community emphasized the importance of high-quality roads as a vital element of infrastructure development. Poor road conditions and inadequate drainage not only hinder connectivity but also pose safety risks and economic challenges for local communities. All participants contributed their views with enthusiasm and assured their full cooperation in every possible aspect.

Overview of the Urban Development Project:

The project includes the construction of new infrastructure, including roads, drainage systems, solid waste management (SWM) systems, fecal sludge treatment plants (FSTP), landslide mitigation measures, sanitation facilities, and public spaces. It also comprehends the revitalization of existing structures and areas. Road condition improvement with drainage system is a critical component of the project in Dimapur Town along with SWM.

Discussion on Current Urban Issues in Dimapur:

The ward members expressed a strong need for urban infrastructure development, particularly emphasizing proper road construction as top priority. In some pockets of dense population poor road conditions and lack of proper drainage system is a critical issue for public transportation. Poor infrastructure in these areas can significantly impact mobility, safety, and the overall quality of life for residents and travelers. The participants also emphasized on the road issues including water supply in the wards and were hopeful that the ADB-funded development project will lead to significant improvements and ensure long-term sustainability. Water accumulation caused by poor drainage systems is another significant concern in urban areas in Dimapur, as it damages road foundations.

Infrastructure development in Dimapur Town has been particularly challenging, especially due to the poor condition of the roads and dense population. The area also lacks essential amenities such as footpaths, proper drainage, consistent electricity, and a reliable water supply. The poor road conditions are causing significant inconvenience to residents, particularly during the rainy season and led to increased vehicle maintenance costs and accidents. Poor drainage leads to water stagnation, further weakening road foundations and increasing the risk of accidents. In urban congested areas of Dimapur, the road situation is typically characterized by severe traffic congestion due to a combination of factors like high

population density, inadequate infrastructure, poor road planning, a growing number of personal vehicles, and often, disregard for traffic rules, leading to slow-moving traffic.

Community Feedback and Suggestions:

The ward members, actively participated in the discussions on urban infrastructure development. They emphasized the need for improvements in key areas such as road



conditions, water supply, drainage systems, footpaths, and sanitation. Insufficient road width makes navigation challenging, especially for larger vehicles and during emergencies. Rapid urbanization and increasing car ownership put immense pressure on existing road networks, leading to overcrowding. The community specifically called for durable, sustainable roads that would benefit them in the long term. Participants also highlighted the challenges posed by damaged roads, which significantly hinder transportation, especially during emergencies when patients require urgent medical attention. In some where

the situation of roads is distressed with many potholes, cracks, and uneven surfaces. These issues have worsened over time due to a lack of regular maintenance. In discussion some of them focused to eemploy modern construction techniques like geotextiles for road stabilization etc with capacity building of locals. Participants also discussed on issues related to road construction in areas where marketplaces are located. During the construction period, several vendors are expected to be temporarily impacted, and it was suggested that proper compensation be disbursed to them accordingly. The GB members and community as a whole support the proposed project on Road construction and agreed to cooperate and assist in every possible way to ensure its successful completion. Improved infrastructure will enhance connectivity, reduce risks, and contribute to the overall development of the state.

Attached Photograph & Attendance Sheet:

DIRECTORATE OF URBAN DEVELOPMENT Infrastructure Development Projects in Nagaland (ADB loan no: 54166-001 [6045] 2022)					
Meeting Name	FGD				
Location	River Belt Colony Council Hall				
Ward No	09, 11, 12, 13, 14	Start Time	9:00 AM		
Date	11.03.2024	End Time			
Record of Discussion					
SN	Name of Attendee and AADHAR No	Gender	House No	Phone no	Signature
1.	FEROZ A. KHAN	M	House-121 R.B. Colony Ward-11	9401111886	
2.	Joseph Ninio Mao	M	House-134 R.B. Colony Ward-11	9436432965	
3.	R. Eging	M	14	9402679 23 5	
4.	T. Wapang	M	59	8732821005	
5.	Ahass Poyen	M	09	705205702	
6.	H. Moun	M	325	8014060659	
7.	H. Y. Suni	M	7	9862152236	
8.	Wojanor Yankin	M	House-74 (Ward-11)	8974157	

DIRECTORATE OF URBAN DEVELOPMENT Infrastructure Development Projects in Nagaland (ADB loan no: 54166-001 [6045] 2022)					
SN	Name of Attendee and AADHAR No	Gender	House No	Phone no	Signature
9.	Touszok Pongso	M	DUCCF V/P.	901287682	
10.	Zasi Zakriab	M	Ducal President.	986460095	
11.	BOKALO WOTSE DUCCF	M		8729811811	
12.	AKUM PONGEN	M	WARD-12	8831304612	
13.	Aleemla.	F	Ward 9.	9774552320	
14.	Along	M	Ward-14	8732895293	
15.	T. Munkha	M	ward 11	943626252	
16.	Koon Bies	M	Ward - 14	715571232	
17.	Yanson Labin	M	ward-9	870752072	
18.	Edison Patten	M	Ward - 9.	9077907718	
19.					

Location: Ward No-4,5,8 & 20, **Town:** Dimapur, Nagaland

Project: Urban Infrastructure Development Project.

Date: 08-03-2024

Attendees: Male-35 & Female - 9

Agenda: ROAD

Introduction and Meeting Objective:

A consultation meeting was conducted with the Ward members and community people of Ward No-4, 5, 8 and 20 at Walford Council Hall, Walford Colony in Dimapur town on 8th March 2024. The PDMC Team convened the programme with the ward members who engaged in discussions on social survey. The PDMC Team presented an overview of the ADB-funded project aimed at advancing sustainable infrastructure development in Dimapur Town, with a particular emphasis on improving road quality. Addressing poor road conditions and drainage systems in Dimapur requires a multi-faceted approach involving engineering solutions, policy adjustments, and community participation. Improved infrastructure will enhance connectivity, reduce risks, and contribute to the overall development of the region. The community emphasized the importance of high-quality roads as a vital element of infrastructure development. The Team leader focused on proper strategical planning and community involvement. All participants enthusiastically presented their views and assured their cooperation in all aspects.

Overview of the Urban Development Project:

The project encompasses the development of new infrastructure, including the construction of roads, drainage networks, solid waste management (SWM) systems, fecal sludge treatment plants (FSTP), landslide mitigation structures, sanitation facilities. Poor road conditions are a pressing issue that impacts transportation, safety, and economic development, especially in regions with challenging terrains connectivity or heavy traffic. These conditions hinder connectivity, increase maintenance costs, and pose risks to commuters and vehicles. Road condition improvement with drainage system is a critical component of the project in Dimapur Town along with SWM.

Discussion on Current Urban Issues in Dimapur:

The ward members emphasized the urgent need for urban infrastructure development, highlighting the unique challenges they face in maintaining road infrastructure and the drainage system. Poor road conditions and inadequate drainage not only hinder connectivity but also pose safety risks and economic challenges for local communities. The ward has also emphasized on the road issues including water supply in the ward and was hopeful that the ADB-funded development project will lead to significant improvements and ensure long-term sustainability.

Infrastructure development in Dimapur Town has been particularly challenging, especially due to the poor condition of the roads and dense population. The area also lacks essential amenities such as footpaths, proper drainage, consistent electricity, and a reliable water

supply. The poor road conditions are causing significant inconvenience to residents, particularly during the monsoon season and led to increased vehicle maintenance costs and accidents. In urban congested areas of Dimapur, the road situation is typically characterized by severe traffic congestion due to a combination of factors like high population density, inadequate infrastructure, poor road planning, a growing number of personal vehicles, and often, disregard for traffic rules, leading to slow-moving traffic. Some of them focused on poor drainage system that leads to water stagnation, further weakening road foundations and increasing the risk of accidents. Poorly designed or maintained drainage systems get clogged with debris, reducing efficiency. Additionally, they expressed a strong need for better healthcare services.

Community Feedback and Suggestions:

The ward members and local community people actively participated in the discussions on urban infrastructure development. They emphasized the need for improvements in key areas such as road conditions, water supply, drainage systems, footpaths, and sanitation. Rapid urbanization and increasing car ownership put immense pressure on existing road networks,



leading to overcrowding. The community specifically called for durable, sustainable roads that would benefit them in the long term. Participants also highlighted the challenges posed by damaged roads, which significantly hinder transportation, especially during emergencies when patients require urgent medical attention. For road improvement they requested to widen narrow roads wherever feasible, with added safety features like guardrails and reflective markers etc. In some where the situation of roads is distressed with many potholes, cracks, and uneven surfaces. These issues have worsened over time due to a lack of regular maintenance.

Participants focused on issues related to road construction in areas where marketplaces are located. During the construction period, several vendors are expected to be temporarily impacted, and it was suggested that compensation should be disbursed to them accordingly. The GB members and community as a whole support the proposed project on Road construction and agreed to cooperate and assist in every possible way to ensure its successful completion.

Attached Photograph and Attendance Sheet:

DIRECTORATE OF URBAN DEVELOPMENT Infrastructure Development Projects in Nagaland (ADB loan no: 54166-001 [6045] 2022)					
Meeting Name	Group focus Discussion				
Location	Walford Colony Dimapur				
Ward No	04, 05, 08, 20	Start Time	9:00 AM		
Date	08.03.2024	End Time			
Record of Discussion					
SN	Name of Attendee and AADHAR No	Gender	House No	Phone no	Signature
1.	T. JEMU Chairman W.A.C.	M	11	8416062935	
2.	Lumibac chairman fast block colony	M	243	7005314646	
3.	Araba Chib vice chairman fast block		208	9366839350	
4.	Ponglei Phom Chairman Ponglei Phom Colony	M	02	962733129	
5.	S. Alan chairman	M	90	8974328899	
6.	Chingchiling 404441 Chingchiling	M	75	897473663	
7.	Kenji Serecha chairperson Dr. Hralu colony	F	84	9862006090	
8.	Bukhaling (A.B)	M	25	9624767386	

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DIRECTORATE OF URBAN DEVELOPMENT Infrastructure Development Projects in Nagaland (ADB loan no: 54166-001 [6045] 2022)					
SN	Name of Attendee and AADHAR No	Gender	House No	Phone no	Signature
9.	VIKRAM CNETEL HARALU COLONY W-05	M	36	9615447797	
10.	Lomdonggah Circuit House COLONY - WARD 120	M	30	9862129138	
11.	Chomari Sangtam	M	134	9402208031	
12.	Sailesh Poo aa.	M	37	9862228937	
13.	A. Toshi .AO	M	74	945609348	
14.	Gastam Sakin	M	03	7005183474	
15.	Wahoro K. Muro	M	06	89747861660	
16.	Z. Acangoni Phom	M	03	8974615035	
17.	L. Pauppan	M	04	8974266657	
18.	Lomba Phom	M	02	972980833	
19.	T.L. LOTHA	M	108	7005900232	

DIRECTORATE OF URBAN DEVELOPMENT Infrastructure Development Projects in Nagaland (ADB loan no: 54166-001 [6045] 2022)					
Meeting Name	FGD				
Location	Walford council Hall				
Ward No	04, 05, 08, 20	Start Time	9:00 AM		
Date	08.03.2024	End Time			
Record of Discussion					
SN	Name of Attendee and AADHAR No	Gender	House No	Phone no	Signature
1.	Anthony hunter	M	106 S.M. COLONY	801474802	
2.	Vika Enuino	M	106 Villuine colony	9233795632	
3.	Wamari Muro	M	209 NORTHERN ANGAMI COLONY	9863146773	
4.	DZIESEVINUD	F	395 NORTHERN ANGAMI COLONY	7085231191	
5.	WEPETSO (AISOLO)	M	276 Chakheung colony	9383024363	
6.	IHEUSTHA GUING.	M	Central colony Walford	8131727357	
7.	Zuthoungi	M	286 Chakheung colony	7629808939	
8.	ABTO YEPHIN	M	383 central colony	841483020	

DIRECTORATE OF URBAN DEVELOPMENT Infrastructure Development Projects in Nagaland (ADB loan no: 54166-001 [6045] 2022)					
SN	Name of Attendee and AADHAR No	Gender	House No	Phone no	Signature
9.	L. Akur		1	9862457244	
10.	N. Jami	M	253	8131917335	
11.	Razari	M	270	945601090	
12.	Arnonu H4 (ASHA worker)	F	205	9862525485	
13.	KIBOVI CHYPI	M	60 Medial col.	883734759	
14.	HUKAVI SEMA	M	WARD - 20 THE UNITED COLONY	7005652142	
15.	Arum.	M	WARD - 4 RESIDENCE COLONY	6007350427	
16.	Anepa	F	WARD - 4 Chakheung colony	9436424704	
17.	Rachel	F	WARD - 4 Chakheung colony	9612500714	
18.	Kukusheli	F	286 (A1)	9862251199	
19.	Lokundo	F	616	600900026	

DIRECTORATE OF URBAN DEVELOPMENT Infrastructure Development Projects in Nagaland (ADB loan no: 54166-001 [6045] 2022)					
SN	Name of Attendee and AADHAR No	Gender	House No	Phone no	Signature
20.	APONGLA URA VILLA WOMEN ST. PRESIDENT	F	25	8732877217	
21.	KHUTOLY URA VILLA W.S. Gen. Secy.	F	17	8787800649	
22.	RYKULHU SHIOH Council Member URA Villa	M	225	8730003735	
23.	A. Alomy G.B. Medical Colony	M	165	98568458 -50.	
24.	Piniro dothar G.B.	M	152	9612616433	
25.	TEMU AD VILLA colony CHAIRMAN	M	33	9333174648	
26.	Xame mangba Incher G.B. Council House colony	m	12	8257882694	
27.					
28.					
29.					
30.					

Location: Ward No-7,15,16 & 23;
Town: Dimapur DHT
State: Nagaland
Project: Urban Infrastructure Development Project.
Date: 09-03-2024
Attendees: Male-30 & Female -6

Introduction and Meeting Objective:

A consultation meeting was conducted with the Ward members and community people of Ward No-7,15,16 and 23 at Lohsnithi Colony in Dimapur town on 9th of March 2024. The PDMC Team convened the programme with the ward members who engaged in discussions on social survey. The PDMC Team presented an overview of the ADB-funded project aimed at advancing sustainable infrastructure development in Dimapur Town, with a particular emphasis on improving road quality. The team lead has explained the project's scope, objectives, and expected outcomes. The social expert has emphasis on the importance of community involvement in the planning and implementation phases. The community emphasized the importance of high-quality roads as a vital element of infrastructure development. Poor road conditions and inadequate drainage not only hinder connectivity but also pose safety risks and economic challenges for local communities. Every participant actively and enthusiastically shared their views.

Overview of the Urban Development Project:

The project includes the construction of new infrastructure, including roads, drainage systems, solid waste management (SWM) systems, fecal sludge treatment plants (FSTP), landslide mitigation measures, sanitation facilities, and public spaces. It also comprehends the revitalization of existing structures and areas. Road condition improvement with drainage system is a critical component of the project in Dimapur Town along with SWM.

Discussion on Current Urban Issues in Dimapur:

The ward members expressed a strong need for urban infrastructure development, particularly emphasizing proper road construction as top priority. In some pockets of dense population poor road conditions and lack of proper drainage system is a critical issue for public transportation. Poor infrastructure in these areas can significantly impact mobility, safety, and the overall quality of life for residents and travelers. The participants also emphasized on the road issues including water supply in the wards and were hopeful that the ADB-funded development project will lead to significant improvements and ensure long-term sustainability.

Infrastructure development in Dimapur Town has been particularly challenging, especially due to the poor condition of the roads and dense population. The area also lacks essential amenities such as footpaths, proper drainage, consistent electricity, and a reliable water supply. The poor road conditions are causing significant inconvenience to residents, particularly during the monsoon season and led to increased vehicle maintenance costs and accidents. Poor drainage leads to water stagnation, further weakening road foundations and increasing the risk of accidents. In urban congested areas of Dimapur, the road situation is typically characterized by severe traffic congestion due to a combination of factors like high

population density, inadequate infrastructure, poor road planning, a growing number of personal vehicles, and often, disregard for traffic rules, leading to slow-moving traffic.

Community Feedback and Suggestions:

The ward members, actively participated in the discussions on urban infrastructure development. They emphasized the need for improvements in key areas such as road conditions, water supply, drainage systems, footpaths, and sanitation. Additionally, they expressed a strong need for better healthcare services. Insufficient road width makes navigation challenging, especially for larger vehicles and during emergencies. Rapid urbanization and increasing car ownership put immense pressure on existing road networks, leading to overcrowding. The community specifically called for durable, sustainable roads that would benefit them in the long term. Participants also highlighted the challenges posed by damaged roads, which significantly hinder transportation, especially during emergencies when patients require urgent medical attention. In some where the situation of roads is distressed with many potholes, cracks, and uneven surfaces. These issues have worsened over time due to a lack of regular maintenance. In discussion some of them focused to eemploy modern construction techniques like geotextiles for road stabilization etc with capacity building of locals. Participants focused on issues related to road construction in areas where marketplaces are located. During the construction period, several vendors are expected to be temporarily impacted, and it was suggested that appropriate compensation be disbursed to them accordingly. The GB members and community as a whole support the proposed project on Road construction and agreed to cooperate and assist in every possible way to ensure its successful completion. Improved infrastructure will enhance connectivity, reduce risks, and contribute to the overall development of the state.



DIRECTORATE OF URBAN DEVELOPMENT
Infrastructure Development Projects in Nagaland
 (ADB loan no: 54166-001 [6045] 2022)

SN	Name of Attendee and AADHAR No	Gender	House No	Phone no	Signature
9.	Paiyo M Singh	M	59 WARD NO-7	8337307624	<i>[Signature]</i>
10.	Paiyo Singh	M	45 WARD NO-7	8257871674	<i>[Signature]</i>
11.	Upendra Singh	M	43 WARD NO-7	9774092946	<i>[Signature]</i>
12.	Aketo Sual H	M	H/NO 81 WARD NO-7	7005587585	<i>[Signature]</i>
13.	Holuxi Sual	M	H/NO-48 WARD NO-7	938320832	<i>[Signature]</i>
14.	Olivia T. Chuko	F	H/NO - 61 WARD NO - 16	8119000756	<i>[Signature]</i>
15.	Holika H. H. H.	F	H/NO - 121 WARD NO - 16	7005109388	<i>[Signature]</i>
16.	TOKALI	F	H/NO 13 WARD NO - 16	7005360880	<i>[Signature]</i>
17.	ATOHO L. T. J. J.	M	H/NO - 23 WARD - 15	7085011567	<i>[Signature]</i>
18.	DEBUDUTTA		H/NO - 167 WARD - 15	7436015913	<i>[Signature]</i>
19.	H. K. M. S. S.	M	WARD 7	8575657588	<i>[Signature]</i>

DIRECTORATE OF URBAN DEVELOPMENT
Infrastructure Development Projects in Nagaland
 (ADB loan no: 54166-001 [6045] 2022)

Meeting Name	FGD		
Location	Lhemithi Colony Dimapur		
Ward No	07, 15, 16, 23	Start Time	9:00 AM
Date	09.02.2024	End Time	

Record of Discussion

SN	Name of Attendee and AADHAR No	Gender	House No	Phone no	Signature
1.	Hepilo A. M.	M	194A WARD N-7	6009442714	<i>[Signature]</i>
2.	Pikato choppy	M	H NO-72 WARD N-7	7005469341	<i>[Signature]</i>
3.	Hokhni R. A. M.	M	H/NO 27 WARD NO 16	8014568902	<i>[Signature]</i>
4.	Alhoshu J. M.	M	H/NO 510 WARD 23	8837354169	<i>[Signature]</i>
5.	HOKATO AYE	M	H/NO 63 WARD = 23	985625093	<i>[Signature]</i>
6.	KEVISEFUO BEKHO	M	H-NO-9 WARD-23	9310463889	<i>[Signature]</i>
7.	Kesemuo M	M	HO. NO. 6 WARD - 23	8415964715	<i>[Signature]</i>
8.	Impak	M	H. NO 5 WARD 23	8974171568	<i>[Signature]</i>

DIRECTORATE OF URBAN DEVELOPMENT
Infrastructure Development Projects in Nagaland
 (ADB loan no: 54166-001 [6045] 2022)

SN	Name of Attendee and AADHAR No	Gender	House No	Phone no	Signature
9.	Paiyo M Singh	M	59 WARD NO-7	8337307624	<i>[Signature]</i>
10.	Paiyo Singh	M	45 WARD NO-7	8257871674	<i>[Signature]</i>
11.	Upendra Singh	M	43 WARD NO-7	9774092946	<i>[Signature]</i>
12.	Aketo Sual H	M	H/NO 81 WARD NO-7	7005587585	<i>[Signature]</i>
13.	Holuxi Sual	M	H/NO-48 WARD NO-7	938320832	<i>[Signature]</i>
14.	Olivia T. Chuko	F	H/NO - 61 WARD NO - 16	8119000756	<i>[Signature]</i>
15.	Holika H. H. H.	F	H/NO - 121 WARD NO - 16	7005109388	<i>[Signature]</i>
16.	TOKALI	F	H/NO 13 WARD NO - 16	7005360880	<i>[Signature]</i>
17.	ATOHO L. T. J. J.	M	H/NO - 23 WARD - 15	7085011567	<i>[Signature]</i>
18.	DEBUDUTTA		H/NO - 167 WARD - 15	7436015913	<i>[Signature]</i>
19.	H. K. M. S. S.	M	WARD 7	8575657588	<i>[Signature]</i>




DIRECTORATE OF URBAN DEVELOPMENT
Infrastructure Development Projects in Nagaland
 (ADB loan no: 54166-001 [6045] 2022)





Meeting Name	FGD		
Location	Lhemithi Colony Dimapur		
Ward No	07, 15, 16, 23	Start Time	9:00 AM
Date	09.02.2024	End Time	





Record of Discussion





SN	Name of Attendee and AADHAR No	Gender	House No	Phone no	Signature
1.	Hepilo A. M.	M	194A WARD N-7	6009442714	<i>[Signature]</i>
2.	Pikato choppy	M	H NO-72 WARD N-7	7005469341	<i>[Signature]</i>
3.	Hokhni R. A. M.	M	H/NO 27 WARD NO 16	8014568902	<i>[Signature]</i>
4.	Alhoshu J. M.	M	H/NO 510 WARD 23	8837354169	<i>[Signature]</i>
5.	HOKATO AYE	M	H/NO 63 WARD = 23	985625093	<i>[Signature]</i>
6.	KEVISEFUO BEKHO	M	H-NO-9 WARD-23	9310463889	<i>[Signature]</i>
7.	Kesemuo M	M	HO. NO. 6 WARD - 23	8415964715	<i>[Signature]</i>
8.	Impak	M	H. NO 5 WARD 23	8974171568	<i>[Signature]</i>





Appendix 4: Socio Economic Survey Findings of Street Vendors in Dimapur Urban Roads





Sl. No	Vendor No	Name	Type of business	Age	Sex	Social Category	Family Member			Education	Daily Income	Monthly Income	Picture
							Total	M	F				
1	D9-V1	Shakal deep Sahani	Street Food	37	M	OBC	3	1	2	3 rd standard	350	9100	
2	D9-V2	Ningtoulel	Mobile Sim vendor	32	M	ST	3	2	1	3 rd standard	400	10400	
3	D9-V3	Zein	Vegetable vendor	47	M	ST	1	1		6 th standard	400	10400	




Sl. No	Vendor No	Name	Type of business	Age	Sex	Social Category	Family Member			Education	Daily Income	Monthly Income	Picture
							Total	M	F				
4	D9-V4	Bikash	Sweet Corn vendor	38	M	OBC	2	1	1	7 th standard	500	13000	
5	D9-V5	Lakshmi Devi	Sweets vendor	55	F	Gen	4	2	2	6 th Standard	500	13000	
6	D9-V6	Dinesh Rabi das	Cobbler	43	M	Gen	1	1		Illiterate	400	10400	
7	D9-V7	Mukesh	Men's Accessory vendor	29	M	Gen	1	1		12th	600	15600	

Sl. No	Vendor No	Name	Type of business	Age	Sex	Social Category	Family Member			Education	Daily Income	Monthly Income	Picture
							Total	M	F				
8	D9-V8	Harendra Sah	Socks vendor	70	M	Gen	5	3	2	8th	600	15600	
9	D9-V9	Ruhul Alam	Bags vendor	28	M	Muslim	6	3	3	8th	1200	31200	
10	D9-V10	Muna Kumar Giri	Belt vendor	27	M	Gen	1	1		Graduate	500	13000	
11	D9-V11	Sunil Sharma	Jewellery vendor	74	M	Gen	1	1		10th	500	13000	

Sl. No	Vendor No	Name	Type of business	Age	Sex	Social Category	Family Member			Education	Daily Income	Monthly Income	Picture
							Total	M	F				
12	D9-V12	Tohika	Street Food vendor	29	M	ST	4	2	2	9th	600	15600	
13	D9-V13	Thitin	Vegetables vendor	30	F	ST	4	1	3	5th	500	13000	
14	D9-V14	Ram Kumar	Ayurvedic Balm	65	M	OBC	1	1		Illiterate	350	9100	
15	D9-V15	K Ahamed	Clothes vendor	36	M	Muslim	4	2	2	6th	750	19500	

Sl. No	Vendor No	Name	Type of business	Age	Sex	Social Category	Family Member			Education	Daily Income	Monthly Income	Picture
							Total	M	F				
16	D9-V16	M Bigran Mahata	Fruits vendor	26	M	OBC	1	1		8th	600	15600	
17	D9-V17	Rafikul Islam	Chicken vendor	25	M	Muslim	3	2	1	6th	800	20800	
18	D9-V18	Birardra Rai	Fruits vendor	55	M	Gen	4	2	2	3rd	500	13000	
19	D9-V19	Dipali Parak	Bags vendor	29	F	OBC	4	2	2	4th	400	10400	

Sl. No	Vendor No	Name	Type of business	Age	Sex	Social Category	Family Member			Education	Daily Income	Monthly Income	Picture
							Total	M	F				
20	D9-V20	Apeno	Fruits vendor	49	F	ST	4	2	2	3rd	400	10400	
21	D9-V21	Simsim Newmai	Handmade craft	25	F	ST	5	2	3	Graduate	1500	39000	
22	D9-V22	Mujira Bibi	Vegetables vendor	65	F	Muslim	1		1	5th	400	10400	
23	D9-V24	Purnima	Vegetables vendor	62	F	ST	4	2	2	3rd	500	13000	

Sl. No	Vendor No	Name	Type of business	Age	Sex	Social Category	Family Member			Education	Daily Income	Monthly Income	Picture
							Total	M	F				
24	D9-V25	Phulishari Dhansari	Vegetables vendor	50	F	OBC	4	1	3	2nd	500	13000	
25	D9-V26	Saraswati Mech	Fruits vendor	36	M	OBC	4	2	2	6th	400	10400	
26	D9-V27	Mukesh Kumar	Fruits vendor	23	M	Gen	4	3	1	3th	500	13000	
			Total				79	42	37		14650	380900	

Appendix 5: Sample Grievance Redress Form

The (Name of Project)_____Project welcomes complaints, suggestions, queries, and comments regarding project implementation. We encourage persons with grievances to provide their names and contact information so we can get in touch with them for clarification and feedback. Personal details will remain confidential. Please mark this form as *(Confidential)*.

Date: -	Place of registration	Contact Information	Gender (v)	
		Name: -	Male	Female
Age: -				
Home Address: -	Village: -		PO: -	
	PS: -		District: -	
Phone No: -				
		PIN CODE: -		
Complaint/Suggestion/Comment/Question Please provide the details (who, what, where and how) of your grievance below:				
If included as attachment/note/letter, please tick here: How do you want us to reach you for feedback or update on your comment/grievance?				
Signature:				

Appendix 6: Minutes of Meeting(MOM) of Institutional Arrangement

Minutes of Meeting (MOM)

A meeting was conducted on 6th February 2025, at 03:00 PM at the office of the Project Director (PD), Nagaland Urban Infrastructure Development Project – Project Readiness Financing (NUIDP – PRF), with financial assistance from ADB (L 6045 – IND), to discuss various aspects of the Strategic Procurement Plan (SPP) and packaging of the subprojects from procurement point of view for the NUIDP ensuing loan, under the Chairmanship of the Project Director, NUIDP – PRF.

The meeting was attended by the following.

Project Management unit (PMU) – NUIDP – PRF;

Project Director (PD): Mr. Solesul Tholre

Additional Project Director (APD): Mr. Tarachu Fithu.

Nodal Officer NUIDP: Mr. Nell Vasa.

Project Management Consultant (PMC) – NUIDP – PRF

Team Leader (TL): Mr. Rajib Das.

Procurement Specialist (PS): Mr. Amitava Basu Sarkar.

PD welcomed all the participants to the meeting and detailed the agenda of the meeting. The TL-PMC, initiated the discussion detailing the proposed sub-project [including the tentative costing, as calculated during the Pre-Feasibility study] to be included in the ensuing NUIDP loan. The subprojects belong to 6 different sectors, namely, Water Supply, Faecal Sludge Management, Storm water drainage, Road and roadside drainage, Solid Waste Management and Landslip protection, covered under all the 8 project towns proposed under NUIDP.

Eight (8) District Headquarter Towns (DHT's) are proposed to be covered under the ensuing NUIDP as detailed below.

1. Kohima, 2. Wokha, 3. Dimapur, 4. Chumoukedima 5. Mokokchung, 6. Zunheboto, 7. Tuensang and 8. Mon.

As recommended from PMU during the meeting, these 8 towns are to be managed by 4 Project Implementation Units (PIUs);

PIU 1 – will cover the towns of Kohima and Wokha,

PIU 2 – will cover the towns of Dimapur and Chumoukedima,

PIU 3 – will cover the towns of Zunheboto and Mokokchung and

PIU 4 – will cover the towns of Tuensang and Mon.

Due to the limited number of Executive Engineers working with the Government of Nagaland, it was also concluded that each PIU will be headed by an Assistant Engineer from line departments of Government of Nagaland on deputation basis, as the Project Manager and will be assisted by; 2 Civil Engineers and 1 Junior Engineer as per contract, and both are to be procured from the market, on contractual basis, as well as an accountant from line departments of Government of Nagaland on deputation basis.

Thereafter the PS – PDMC, mentioned that no data of enlisted contractors are available in the website of different departments like PWD, PHED etc. But data available with NHIDCL [Annexure 1] lists 38 Road contracts [10 complete and 28 undergoing], with contract value ranging from approximately INR 116 Cr to INR 794 Cr, in Nagaland, clearly demonstrating that lot of Road contractors are available in Nagaland.

Similarly, 11 contracts were found in the “Tender Details” website for Landslip Protection works, attached as [Annexure 2]. PMU was requested to provide the list of successful contractors for these 11 contractors from the relevant departments. The cost of these varied between INR 69.36 Lacs to INR 395.15 Cr. Thus, it is amply clear that NUIDP has access to a healthy competitive contractors’ market in this sector.

Further, the Nagaland Pollution control Board, vide letter no-NPCB/NGT/OA No 673/2018, dated 17.09.24, had sent Monthly Progress Report (MPR) to NGT [Annexure 3], wherein the list of Faecal Sludge Management (FSM) and Solid Waste Management (SWM) projects in the state has been already undertaken or are proposed in the state of

Appendix 7: Semi-Annual Social Safeguards Monitoring Report Outline

A. Background of the Report and Project Description

1. This section provides a general description of the project, including:
 - (i) Background and context of the monitoring report, which includes the information on the project, project components, safeguard categorizations and general scope of the social safeguards impacts;
 - (ii) Information on the implementation progress of the project activities, scope of the monitoring report and requirements, reporting period, including frequency of submission, and changes in project scope and adjusted safeguard measures, if applicable; and
 - (iii) Summary table of identified impacts and the mitigation actions.

B. Scope of Impacts

2. This section outlines the detail of:
 - (i) Scale and scopes of the project's safeguards impacts;
 - (ii) Vulnerability status of the affected people and/or communities; and
 - (iii) Entitlements matrix and other rehabilitation measures, as applicable, as described in the approved final draft Resettlement and Indigenous People Plans and RIPPs.

C. Compensation and Rehabilitation

3. This section describes the process and progress of the implementation of the safeguards plan and other required activities as determined in the plan, including:
 - (i) Payment of compensation for the affected assets, allowances and/or loss of income to the entitled persons; and
 - (ii) Provisions of other types of entitlement as described in the matrix and implementation of livelihood rehabilitation activities as determined in the plan.
 - (iii) Specific provisions or beneficial and mitigation measures identified for indigenous peoples.
4. Quantitative as well as qualitative results of the monitoring parameters, as agreed in the plan, should be provided.

D. Public Participation and Consultation

5. This section describes public participation and consultations activities during the project implementation as agreed in the plan. This includes final consultations with affected people/indigenous peoples during draft RIPP/RIPP finalization after the detail design, the numbers of activities conducted, issues raised during consultations, and responses provided by the project team, implementing nongovernment organizations, project supervision consultants, and/or contractors.

E. Grievance Redress Mechanism

8. This section described the implementation of the project's grievance redress mechanism (GRM) as designed in the approved draft RIPP/RIPP. This includes evaluation of its effectiveness, procedures, complaints received, timelines to resolve issues and complaints, and resources provided to solve the complaints. Special attention should be given if there are complaints received from the affected people or communities.

F. Institutional Arrangement

9. This section describes the actual implementation, or any adjustment made to the institutional arrangement for managing the social safeguards issues in the project. This includes the establishment of safeguards unit or team and appointment of staff in the executing agency and/or implementing agency, implementation of the GRM, and its committee, supervision and coordination between institutions involved in the management and monitoring of safeguards issues, and the roles of nongovernment organizations including indigenous peoples organizations and women's groups in the monitoring and implementation of the plan, if any.

G. Monitoring Results – Findings

10. This section provides a summary and describes the key findings of the monitoring activities. The results are compared against previously established benchmarks and compliance status (e.g., adequacy of involuntary resettlement compensation rates and timeliness of payments, adequacy and timeliness of involuntary resettlement rehabilitation measures including livelihood support measures, and training; budget for implementing EMP, draft RIPP, or IPP or RIPP; timeliness and adequacy of capacity building). The section also compares the findings against the objectives of safeguards (i.e., desired outcomes achieved (e.g., involuntary resettlement impacts avoided or minimized; livelihood restored or enhanced; indigenous peoples' identity, human rights, livelihood systems, and cultural uniqueness fully respected; indigenous peoples not suffering adverse impacts; environmental impacts avoided or minimized)). If noncompliance or any major gaps are identified, include a corrective action plan with a timeline for compliance.

H. Follow-up Actions, Recommendations, and Disclosure

12. This section describes recommendations and further actions or items to focus on for the remaining monitoring period. It also includes lessons learned for the improvement of future safeguards monitoring activities. A time-bound summary table for required actions should be included, with the responsible agency and deadlines.

Appendix 8: Copy of the Order issued by Nagaland State Human Rights Commission¹⁴

NAGALAND STATE HUMAN RIGHTS COMMISSION	
ORDER SHEET	
CASE NO. <u>14/2024</u>	
Complainants: Sub-memo	
Respondents:	
1. Government of Nagaland represented by the Chief Secretary. 2. The Finance Commissioner, Government of Nagaland. 3. The Commissioner & Secretary (P&AR), Government of Nagaland. 4. The Commissioner & Secretary, Labour and Employment, Government of Nagaland.	
Record of the steps taken (To be entered by the officer)	Order/Proceedings of the Commission
	<p align="center">ORDER/RECOMMENDATION</p> <p align="center">9th July, 2024</p> <p>1. Under the provisions of the Minimum wages Act, 1948, it is mandatory for both the Central and state governments to fix, review and revise the minimum wages of the workers employed in the scheduled employments under their respective jurisdictions periodically. Accordingly, the State Government of Nagaland also reviewed and revised the wages payable to the employees/workers employed in the State of Nagaland specified in schedule I-IV (revised list of schedule employment as per NIC Code 2008) in 2019 and the same was published vide notification No. LAB-1/6/2004 (Pt-II), dated 14/06/2019. The wages fixed were as follows:</p> <p>I. Unskilled - Rs. 176/- per day II. Semi-skilled - Rs. 210/- per day III. Skilled - Rs. 235/- per day</p> <p>2. However, it appears that since the last revision, the wages of the employees/workers under the State Government have not been reviewed or revised. With the rise in the inflationary rate during the past 5 years it is difficult to imagine how the employees/workers of the State Government would manage both ends meet with the present wages they are given. If a state government does not pay its employees/workers at least to meet their basic needs it would amount to exploitation and denial of right to live with dignity. Happening of such things would certainly not augur well in a democratic and welfare state. Therefore, we have no doubt that the Government of Nagaland would not desire to allow such things to even creep-in into our system. Keeping that in view, the Commission feel duty bound to bring the matter to its notice. Our neighboring states; Assam, Mizoram, Meghalaya, Sikkim and Arunachal Pradesh have reviewed or revised the wages of their employees/workers as follows:</p>

¹⁴ <https://nshrc.nagaland.gov.in/wp-content/uploads/2024/11/Adobe-Scan-25-Nov-2024.pdf>

IV. SIKKIM: Vide notification No.29 /DL dated 14/09/2022

Category of workers	Existing rates of daily wages	Revised rates of daily wages
1	2	3
Unskilled	Rs.300/-	Rs.500/-
Semi-skilled	Rs.320/-	Rs.520/-
Skilled	Rs.335/-	Rs.535/-
Highly-skilled	Rs.365/-	Rs.565/-

V. ARUNACHAL PRADESH: Vide notification No. Est-II-20015/211/2023-ESTT-II-PID/114 dated 13/12/2023

Year(s) of Service	Un-skilled		Skilled	
	Existing Rates w.e.f. 01/06/2023	Existing Rates w.e.f. 01/10/2023	Existing Rates w.e.f. 01/06/2023	Existing Rates w.e.f. 01/10/2023
0-5	Rs. 11,000/-PM	Rs. 12,000/-PM	Rs. 12,000/-PM	Rs. 13,000/-PM
6-10	Rs. 12,000/-PM	Rs. 13,000/-PM	Rs. 13,000/-PM	Rs. 14,000/-PM
11-15	Rs. 13,000/-PM	Rs. 14,000/-PM	Rs. 14,000/-PM	Rs. 15,000/-PM
16-20	Rs. 14,000/-PM	Rs. 15,000/-PM	Rs. 15,000/-PM	Rs. 16,000/-PM
Above 20	Rs. 17,000/-PM	Rs. 18,000/-PM	Rs. 18,000/-PM	Rs. 19,000/-PM

3. The Central Government, in order to protect the minimum wages against inflation has made provision of Variable Dearness Allowance (VDA) linked to Consumer Price Index Number for Industrial Workers. The same has been followed by 26 States governments/Union Territory Administrations including some of our North-Eastern states like Assam and Meghalaya. This VDA is revised periodically twice a year to absorb the pressure of inflation on the minimum wages paid to the employees/workers.

4. The employees/workers of the State Government who are paid with minimum wages belongs to the lowest socio-economic strata of the society. They are people who have no choice but, work as such, just to manage their survival. Therefore, the welfare state which is also a model employer is expected to be the first to come to their rescue or help so that their basic needs or right to life are not denied. Failure to do so, would amount to denial of Equality and Right to Life which are protected by our Constitution. Moreover, it may also amount to Forced Labour against which every citizen is protected by the same Constitution.

5. Taking into account all the relevant factors, the Commission is of the considered view that it is time to review and revise the wages of the employees/workers under the State Government. Therefore, the Commission, recommends that the Government of Nagaland review and revise the wages of its employees/workers who are in the list of the schedule employments at the earliest preferably, within the coming 2-3 months. The respondents shall take the required steps so that the State Government may consider and take the decision deemed just and fair.

6. We expect the Chief Secretary of the State to communicate to this commission, on the action(s) taken, within a period of one month from today.

7. The Secretary of the Commission shall take necessary steps for communicating the recommendation.


(Member)


(Chairperson)

**GOVERNMENT OF NAGALAND
LABOUR & EMPLOYMENT
SKILL DEVELOPMENT & ENTREPRENEURSHIP DEPARTMENT
NAGALAND : KOHIMA**

NOTIFICATION

Dated Kohima the 14th June 2019.

NO. LAB-1/6/2004 (Pt-II): In exercise of the powers conferred under sub-section (1) of section 5 read with clause (b) of the revised Minimum Rates of Wages Act, 1948 and in supercession of this Departments' notification No. LAB-1/6/2004 (VoL-III) dated 31/10/2012, and in partial modification to this Notification dated 12/06/2019, the Governor of Nagaland is pleased to revise/notifies the Minimum rates of wages payable to Employees/Workers employed in the State of Nagaland as specified in Schedule 1-19 (revised list of Scheduled Employment as per NIC Code 2008), with immediate effect.

- | | | |
|------|--------------|----------------------|
| I. | Unskilled | - Rs. 176/- per day. |
| II. | Semi Skilled | - Rs. 210/- per day. |
| III. | Skilled | - Rs. 235/- per day. |

This has the approval of the Cabinet vide O.M .No. CAB-2/2013(Pt) dated 12/06/2019.

Sd/-

ANENLA T SATO

Commissioner & Secretary to the Govt. of Nagaland.

NO. LAB-1/6/2004 (Pt-II)

//

Dated kohima the 14th June, 2019.

Copy to:

1. The Principal Secretary to the Governor of Nagaland, Raj Bhawan, Nagaland, kohima
2. The Principal Secretary to the Chief Minister, Nagaland, Kohima.
3. The P.S to Advisor (L&E), Nagaland, Kohima.
4. The OSD to the Chief Secretary, Nagaland, Kohima.
5. All Administrative Heads of Department, Nagaland, Kohima.
6. All Heads of Department, Nagaland.
7. The Secretary Nagaland Public Service Commission/Lokayukta/NLA, Nagaland, Kohima.
8. The Publisher, Nagaland Gazette, Kohima for publication in the next issue.
9. The Labour Commissioner, Nagaland, Kohima.
10. The Cabinet Secretariat (Cabinet Cell), Nagaland, Kohima.
11. Office Copy.
12. Guard File.

(ANTHONY NGULLY)

Joint Secretary to the Govt. of Nagaland.

Appendix 9: Drawing and Design Maps

SL No.	RD_ID (New)	Chainage			TCS No.	Features
		FROM	TO	LENGTH		
1	DM-RD-1	0.000	0.700	0.700	TCS-1	5.0M Carriageway with LHS Drain Cum Footpath
		0.700	0.950	0.250	TCS-2	5.0M Carriageway with BHS Drain Cum Footpath
		0.950	1.051	0.101	TCS-3	7.0M Carriageway with BHS Drain Cum Footpath
		1.051	1.451	0.400	TCS-4	5.50M Carriageway with LHS Open Drain
		1.451	2.321	0.870	TCS-5	3.50M Carriageway with LHS Open Drain
		2.321	2.351	0.030	TCS-6	3.0M Carriageway (Both side building)
		2.351	3.491	1.140	TCS-7	5.50M Carriageway with LHS Cover Drain + RHS Footpath
2	RD-2(2_1)	0.000	0.271	0.271	TCS-1	5.50M Carriageway with LHS Drain Cum Footpath
	RD-2(2_2)	0.271	0.469	0.198	TCS-2	3.50M Carriageway with LHS Cover Drain
	RD-2(2_3)	0.469	0.999	0.530	TCS-3	5.0M Carriageway with BHS Drain Cum Footpath
4	DM-RD-3	0.999	1.233	0.234	TCS-4	5.50M Carriageway with BHS Drain Cum Footpath
		0.000	0.320	0.320	TCS-1	5.50M Carriageway with LHS Drain Cum Footpath
5	DM-RD-4	0.320	1.161	0.841	TCS-2	3.75M Carriageway with BHS Cover Drain
		0.000	0.120	0.120	TCS-1	4.50M Carriageway with RHS Cover Drain
		0.120	0.300	0.180	TCS-2	4.50M Carriageway with RHS Exist. Cover Drain Retain
		0.300	0.470	0.170	TCS-1	4.50M Carriageway with RHS Cover Drain
		0.470	1.119	0.649	TCS-2	4.50M Carriageway with RHS Exist. Cover Drain Retain
6	DM-RD-5	0.000	1.017	1.017	TCS-1	5.0M Carriageway with BHS Drain Cum Footpath
7	DM-RD-6	0.000	0.350	0.350	TCS-1	3.50M Carriageway with LHS Open Drain
		0.350	0.620	0.270	TCS-2	3.50M Carriageway with BHS Open Drain
		0.620	0.680	0.060	TCS-1	3.50M Carriageway with LHS Open Drain
8	DM-RD-7	0.680	0.782	0.102	TCS-3	3.50M Carriageway with BHS Open Shoulder
		0.000	0.721	0.721	TCS-1	7.0M Carriageway (Overlay)with BHS Drain Cum Footpath
9	DM-RD-8	0.000	0.801	0.801	TCS-1	8.0M Carriageway with LHS Footpath Cum Drain + RHS Cover Drain
		0.801	0.995	0.194	TCS-2	7.0M Carriageway with LHS Footpath Cum Drain + RHS Cover Drain
		0.995	1.151	0.156	TCS-3	7.0M Carriageway with LHS Open Drain
		1.151	1.251	0.100	TCS-4	2-LANE MAJOR BRIDGE
		1.251	1.379	0.128	TCS-5	7.50M Carriageway with LHS Exist. Open Drain Retain
11	DM-RD-9(9_1)	0.000	0.900	0.900	TCS-1	11.0M Carriageway (Overlay)with BHS Exist. Drain Cum Footpath Retain
		0.900	1.150	0.250	TCS-2	7.0M Carriageway (Overlay)with BHS Exist. Drain Cum Footpath Retain
		1.150	1.450	0.300	TCS-3	7.0M Carriageway (Reconstruction) with BHS Exist. Drain Cum Footpath Retain
		1.450	1.576	0.126	TCS-2	7.0M Carriageway (Overlay)with BHS Exist. Drain Cum Footpath Retain
12	DM-RD-9(9_2)	1.576	1.600	0.024	TCS-1	7.50M Carriageway (Reconstruction) with BHS Exist. Drain Cum Footpath Retain
		1.600	1.830	0.230	TCS-2	7.0M Carriageway (Overlay)with BHS Exist. Drain Cum Footpath Retain

KEY

LEGEND

PROJ. 1. Project Coordination System: UTM Zone 48N, Datum: WGS 84.

STATUS: Revised DPR Design Drawings

CLIENT: URBAN DEVELOPMENT DEPARTMENT, GOVT. OF NAGALAND

CONSULTANT: SMEC India Pvt Ltd
1st Floor, Naga Tower, West Wing, 8th Avenue + 1st, Sector - 18, Gurgaon + 122018 (Haryana), India

PROJECT TITLE: ADS LOAN NO. 54166-001/18/04/2022 NAGALAND URBAN INFRASTRUCTURE DEVELOPMENT PROJECT

NAME OF TOWN: DIMAPUR

DRAWING TITLE: TCS SCHEDULE

SOURCE: PDMC NAGALAND

FILE LOCATION: SMEC\INDIA\DM\TCS\001

PROJECT CODE: TSB1672 A2 REVISED H3 DEC-2025

CREATED: 12/01/2025 BY: [Signature] CHECKED: [Signature] DATE: 12/01/2025

1/1 1/2 1/3 1/4

