

ANNEXURE 3

A. Minutes of the Public Consultation Meeting held at Hubli on 28th November 2012

The list of officers present is enclosed.

The public consultation meeting was jointly held by KRDC, HDBRTS Company Ltd and Directorate of Urban Land Transport in Samrat Garden, NWKRTC Convention Hall, Gokul Road, Hubli on 28th November 2012 from 10.30 AM to 1.30 PM. The consultation meeting was held for sharing information regarding the project, land acquisition details, resettlement action plan, environmental impacts and their mitigation with the project affected persons from Unkal, Amaragola and Bairidevarakoppa villages. Around 200 persons participated in the deliberations of the consultation meeting.

At the outset, Mr Abdul Hameed, Land Acquisition Officer, KRDC welcomed the participants. A presentation on Hubli-Dharwad BRTS project with specific focus on its salient features, land requirements and acquisition process, the details of Resettlement Action Plan, and entitlements as per entitlement matrix, the environmental impact assessment, the environmental management plan etc was made to the participants. A list of frequently asked questions was prepared in Kannada regarding Hubli-Dharwad BRTS Project including Resettlement Action Plan etc and was circulated to the participants.



BRTS Project brief being presented to participants

After the presentation made by officers of DULT, the Land Acquisition Officer informed the participants about the documents that need to be submitted by the project affected persons. The public and the project affected persons present in the public consultation meeting raised the following issues which were then clarified.

a. Project related questions:

- A participant wanted to know why BRTS was chosen as a mass transit option rather than a metro between Hubli and Dharwad twin cities. It was explained to the participants that before identifying BRT as a suitable option for Hubli-Dharwad, a pre-feasibility study in which the available ridership along the corridor, the potential revenue that could be generated through fare box etc were examined. It was explained that the metro rail would cost as much as Rs 150 to 200 crores per km and the present ridership on the existing corridor though high may not really warrant a metro system and the BRTs elsewhere (eg., Bogota) were able to cater to 40,000 PHPDT with proper planning, scheduling, provision of passing lanes and articulated buses.



Participants raising their queries

b. Land acquisition and Resettlement:

- The participants wanted to know more information about submission of documents and fixing of compensation. It was explained to them that the land acquisition process would be finalized through a consent

award. A negotiation committee has been set up under the Chairmanship of the Deputy Commissioner, Dharwad District. The Committee would discuss with land losers (legal title holders) and determine the compensation to be paid for land/structure proposed to be acquired through mutual agreement.

- There was a request especially by the Muslim community that the Darga located at Bairidevarakoppa along Hubli-Dharwad road may not be acquired and if possible, land may be acquired on other side of the road as it has some sentimental value to the public. It was informed to them that with reference to religious structures located on private lands, compensation would be paid through consent award and for those located on government lands i.e., public roads etc, the Deputy Commissioner would be asked to initiate consultation with the community and take action for relocation of structure etc through a consultative process.
- The participants wanted to know about the mechanism for fixing compensation for acquired lands/structures. The process was explained to them. It was also explained to them that the compensation for structures will be paid as per PWD rates without any depreciation and 25% additional compensation is proposed to be given to reconstruct partially affected structures.

c. Environmental impact & safety:

- There was a request that safe crossings for pedestrians should be provided as a number of schools, colleges have been located along the road. It was explained to the participants that pedestrian cycle will be part of signal cycle along all junctions and adequate signage, table top crossings etc would also be incorporated in the design to ensure pedestrian safety.

The meeting concluded with vote of thanks.

-Sd-
Chairperson
Hubli-Dharwad BRTS Company Ltd