

[k] The Requiring Body, in connection with each individual land acquisition proposal shall declare by name and designation a person who shall act as **designated officer/liason officer/official representative** to keep constant and necessary liaison with the land acquisition office from the date of submission of the proposal till the date of taking possession of the acquired land and getting mutation and conversion accomplished. The designated officer/liason officer/official representative of the **Requiring Body shall ensure effective participation as added party** in the judicial proceedings, to defend their own case, arising at any stage before or after LA application or even years after possession being handed over and pay such decretal amounts as and when such payment become legally due. Such designated officer shall also attend the hearing of cases to be disposed of by the LAC through open hearing of the consent award cases and the signature of the **designated officer as a consenting party** should be obtained.

[14] **The power of "eminent domain" of the State :-** Compulsory acquisition of land shall be understood to be an exercise of the sovereign power of the State, exercised by the Appropriate Government (Department of Land & Land Reforms in the State of West Bengal) and hence, **taking approval of initiation of any LA proceedings by issuance of notification u/s 4, signing a declaration of public purpose u/s 6, taking an order of the State Government u/s 7 or allowing a land acquisition u/s 17 are obligatory exercise of the said powers** and receiving approval of the proposed awards is also obligatory under the said L.A. Act, 1894. All earlier delegation of power to the Collectors on any of the aforesaid statutory matters made under any order shall not apply in connection any acquisition of land taken up on or after 6th June, 2006.

[15] **Utilisation of Flowing Time :-** After issuing notification u/s 4 and before taking up the formal step for hearing of objections received if any, the **mandatory period of 30 days** as prescribed u/s 5A should be utilized by the LAC for the purpose of :

- (a) Land schedule verification;
- (b) Preparation of plot index and owners list if not provided by RB and verification of the same if any provided by the RB.
- (c) Verification of vested land if any covered within the LA proposal or land already acquired but not mutated or for verification of land held u/s 6(3) of WBEA Act, 1953 or Khasmahal land and prepare estimate the LA cost and RR cost, taking information from BLLRO office, Sub-Registrars office as well as through field visits as may be required.
- (d) **There is no legal bar to start hearing of objections u/s 5A as soon as they are received** without waiting for lapse for 30 days, issuing appropriate notices so that within a fortnight after expiry of statutory period of 30 days, the LAC becomes capable to

dispose of all objections and sent the comprehensive report of hearing within 45 days from the date of notification u/s 4 of the Act.

[16] Additional time to complete left-out cases of objections :- Hearing of objections u/s 5A should be **completed within 15 days**, if necessary, arranging such public hearing in the public places, in the concerned village or any public place near to such village covered under the proposed acquisition of land. Submission of report u/s 5A shall be made along with sending draft declaration u/s 6, with site plan if revised, and agreement as required u/s 41 of the Act, wherever necessary along with estimated cost of LA, RR and administrative cost together.

[17] Combined action u/s 6 and 7 of the Act :- On receipt of such aforesaid documents the State Government in the Land & Land Reforms Department will issue a single G.O. containing the declaration as well as **direction as is required by the statute u/s 6 as well as u/s 7 combined**. The State Government in the Land & Land Reforms Department will issue such GO **within 10 working days** from receipt of the aforesaid papers and documents from the LAC by special messenger or courier services as the case may be.

[18] Action-Points after receipt of Declaration-cum-Order:- On receipt of such **Declaration-cum-Order**, the LAC shall take all the following actions without further reference to the State Government :-

- (i) Publication of the declaration u/s 6 of the Act in the official gazette and in two daily newspapers;
- (ii) Public notice of the substance of the declaration u/s 6 of the Act in the locality on receipt of the published copies either in the official gazette or the daily newspapers;
- (iii) The Collector shall arrange wider publicity by any other methods as statutorily prescribed above viz. by uploading the notifications and declarations in the official websites in addition to distribution of booklets containing detail land schedule, ownership detail, barga-holding (if any), area of land, land-use etc.
- (iv) Start demarcation of land u/s 8 and measurement of land and structures etc. unless already done u/s 4. Issue notice u/s 9 of the Act and dispose of cases suitable to be settled under "consent award" system, for which the procedures have been prescribed in the G.O. No. 1703-3M-07/06 dated the 6th June, 2006.
- (v) Making enquiry u/s 11 of the Act for such cases which could not be covered under "consent award" system;

- (vi) The award of compensation shall be prepared combining both consent awards as well as administratively decided awards for all persons owning land or having interest in land acquired and the same shall be sent to the State Government by special messenger or registered post or courier service **seeking approval of the award**, only if the award exceeds the vetted estimate of the State Government. And in case the award money exceeds the estimated cost vetted by the Government award shall be, with prior approval of the State Government declared, only after obtaining the excess amount from the RB. The award may, however, be declared if the RB gives written undertaking to place the additionally required fund within 30 days from the date of declaration of award.

[19] Approve the award is a legal obligation:- The State Government in the Land & Land Reforms Department will **approve the award** proposed by the Collector with or without modification and return the same through special messenger, registered post or courier service as the case may be, **within 10 working days** from the receipt of the award along with award notes from the Collector.

[20] Payment Obligations of the RB :-The LAC shall, however, ensure deposit by RB **100% of the estimated value of the LA, RR and AC cost**, before publication of declaration u/s 6 and the balance dues, if any, i.e. amounts so far deposited minus “finally re-assessed, revised and approved amounts” on the above-stated items of costs”, as the case may be, before publication of the award u/s 11A.

[21] Publication of Awards :- The LAC shall ensure that immediate notice of his award is served upon all persons interested as are not present personally or by the representative when the award was made. If the number of awardees are large in number, to reduce the work burden, he may **print the entire award in a booklet form and communicate the same through a common letter with common language and common memo number and get it serviced** to all the awardees so that disbursement of money and handing over possession of land can be completed quickly.

[22] Payment of award-money :- The LAC shall take all efforts to complete payment of the award money to the awardees as the case may be, within a period **not exceeding 30 days in case of 100 acres and 45 days in case of above 100 acres**. For the awardees, not taking payment of the award-money within a period of two and half months, a last reminder notice may also be served u/s 12 again giving 15 days time, and thereafter, he may deposit the unclaimed award-money as Revenue Deposit.

[23] **Possession only after payments** :- Along with and as soon as award money is paid in connection with any land acquired, the possession of such land shall be immediately handed over to the requiring body and the process of releasing award and taking possession of the acquired land and handing over the possession of the acquired land to the requiring body shall be a continuous process and completed **within 15 days after the payment of award money/RR money is made and deposit of the balance amount is made in the Court of law.**

[24] **Post-Acquisition duties of the RBs and other officers**:- On completion of the aforesaid proceedings and handing over of the possession of the acquired land to the RB, the LAC will convey to the office of the concerned BLLRO the land schedule as well as list of landowners and name of the requiring body **with instruction to make mutation** in favour of the requiring body, adopting such procedure and taking such payment as is required by law to complete the mutation proceedings. The concerned **BLLRO will make a communication to the office of LA Collector regarding completion of mutation preferably within a period of 30 days.** On getting such confirmation from the BLLRO, the LA Collector shall make consignment of the records in the record room in connection with the concerned LA proceeding.

[25] **Prescribed total Timeframe** :- The entire LA proceedings will thus be completed within a period of **6 to 7 months** . Such period will be calculated eliminating the period for which the LA proceedings were held up by the order of any Court of law.

[26] **Improvement and modernisation of administrative set up in LAC office** :- The office of the **LA Collector shall be computerised for processing all the LA cases using the standard software developed** in this regard. Immediate effort should be taken to install 3 PC and 3 printers in all major districts where the number of land acquisition cases are substantially high and two PCs and two printers in all other districts. The entry of basic data on the date of receiving each land acquisition proposal till award is made and possession is handed over, entire process has to be thoroughly computerised.

[27] **Deployment of hired technical man-power** :-The LACs have been empowered by G.O. No.1704-LA-3M-07/06 dated 6th June,2006, to **appoint on contractual basis 3/2 data entry operator having necessary certificate from recognised institute** in prescribed computer language. The monthly compensation remuneration of such operators will be such amount as prescribed by the Government from time to time. For each district office one MCA/BCA shall be appointed on contractual basis to assess and

supervise the work of the data entry operator and efficient operation of computer softwares developed by NIC for handling land acquisition cases.

[28] Collection of Land-Sale-Data :- The requiring body shall be requested to procure mouza-wise type-class-wise separate sheet in the prescribed format the sale deed particulars and **submit the same in soft copy** also and the LAC may check up whether all such sale data are chronologically obtained and verify the land-value assessment sheet of the RB and take his final view on the assessment of land price for each type-class of land in each mouza by engaging his own manpower. Valuation for buildings and structures, plants & machineries may be done by competent organisations, departments or authorities, on payment of such cost as may be necessary.

[29] The LA Collector shall procure **computerised data of market value of different classes of land in different Mouza of the State from the concerned Sub-Registrar or the district Registrar where computerisation of Registration Offices have been completed.** Sharing the date of sale proceeds and Registered Deeds from the Registration Offices will be regular process of departmental co-operation for which Finance Department will issue necessary Government orders in this regard.

[30] Formation of Special And Additional Squads:- All LA Collectors has been duly empowered by the Government order No. 1704-LA-3M/07-06 dated the 6th June, 2006, to **select and deploy, on contractual basis, such number of retired officers and staff or qualified unemployed persons** as specified in the aforesaid G.O. The LAC may, however, deploy lesser number of persons but not exceeding the number prescribed in the said prescribed in the G.O. The terms & conditions of deployment, the salary, remuneration, compensation of the retired or contractual employment will be as prescribed in above mentioned G.O.

[31] Opening of P.L. Account to deposit and use LA cost collected from RB:- The LAC shall be empowered to open a P.L. Account where he shall deposit the administrative cost for each land acquisition case and draw fund for utilisation only in connection with concerned land acquisition case. The LAC shall draw only 10% of the land acquisition and RR cost administrative cost and use such fund after depositing the same in the concerned PL Account.

[32] Public Assistance Cell :-In the Land Acquisition Wing of all LAC, there shall be a "Public Assistance Cell" whose duties and responsibilities will include the following :-

[a] To supply prescribed application forms and associated papers, Government orders and explain, if required, the procedure to be followed to submit appropriate application claiming compensation and RR, inform procedures for procurement of RORs and sale data from concerned offices. Such services are to be rendered free of cost and the prescribed forms etc. are also to be supplied free of cost.

[b] To supply the copy of prescribed application form to be used by the requiring bodies for fresh LA proposals on and from 6th June, 2006, free of cost.

[c] To supply draft copy of "application for assistance to prepare appropriate land acquisition proposal", if the same is required by the RB. Necessary suggestion and guidance shall be provided to the RBs in the matter of preparing **an appropriate LA proposal "complete in all regards"**.

[d] **To provide the list of such consultancy firms**, if any, known to the LAC in this regard to provide necessary assistance to the RB to prepare an appropriate LA proposal in the prescribed manner with prescribed supporting documents.

[e] **The cell shall act as 'public relation office'** as well as 'public grievance cell' of LAC and provide all necessary information, suggestion and guidance to the RBs as well as to all citizens whose lands are involved in any LA proceedings.

(33) Guidelines towards fixation of LA cost:-Constitution of India being the mother of all laws of the Country, and, the **right to get a compensation at the market rate or above being the fundamental rights** of a citizen as enshrined in the Constitution, no public servant associated with compulsory acquisition of land belonging to a raiyats, shall, under any circumstance, violate the provisions of Article 31A which has directed the State in the words quoted below:-

"....It shall not be lawful for the State to acquire any portion of such land as is within the ceiling limit applicable to him under any law for the time being in force or any building or structure standing thereon or appurtenant thereto unless the law relating to the acquisition of such land, building or structure, provides for payment of compensation at a rate which shall not be less than the market value thereof."

[34] To bring uniformity in fixation of fair and reasonable market value of land, henceforth, the comprehensive guidelines as prescribed in G.O. 1705-LA-3M-07/06 dated the 6th June, 2006 shall be strictly followed. In the concerned Government order a special provision has been made to ensure value-addition on the ground of accessibility of a plot with different type-class of roads, which shall be duly attended to while ascertaining the fair and reasonable market value of land. In the matter of principle of value, the Hon'ble Supreme Court of India has directed in various cases to make necessary value addition to all categories of land having locational advantages specifically having connectivity or accessibility with roads. In its judgement in the case of Union of India Vs. Mangatu Ram (1997), 6 SEC 59 (para IV), the court directed that “ **principle of value addition on account of acquisition of land abutting the National Highway would necessary be granted higher market value than the lands situated in the interior** ”

[35] With effect from the date of implementation of this order, **the land value assessment shall be based upon the value of land (including anything attached to land) on the basis of value of the property mentioned by the seller in the concerned deed of sale /transfer, and not as assessed and noted by the sub-registrar for the purpose of fixing up stamp duty and registration fee .**

[36] For this purpose, **the following detailed procedures are to followed for fixation of appropriate market value of each type-class of land :-**

(a) For each of the specified type-class of land, as separately mentioned for rural and urban land, at least 10 and upto 20 current sale data to be collected and placed chronologically in the prescribed format, without dropping any sale data of the relevant type-class that took place in the concerned mouza, putting the sale figures from nearest time upto 12 months back data, and the period of 12 months can be extended upto such number of months not exceeding 36 months as may be required to get at least 10 sale data for the relevant type-class of land. Sale price shall be increased by 5% per annum, if the sale data are collected from a period beyond 12 months and upto 36 months. In case, even by such approach 10 sale data for any type-class of land of a particular mouza are not available from the office of concerned Sub-Registrar, then sale data for the relevant type-class of land from adjacent Mouza shall be obtained. In case within a period of 12 months, in any particular mouza for any particular type-class of land, more than 10 and upto 20 sales have taken place, no sale shall be omitted in the Sale-data-collection sheet but rational exercise for discarding fancy sales and distress sales are to be done in the manner prescribed.

(b) Using the sale data collected for each type-class of land from each mouza in the prescribed format, the fixation of fair and reasonable average market value of any type-class of land shall be done giving necessary reasoned analysis for such fixation of market value, which shall be known as "value assessment sheet" to be prepared, signed and countersigned by such officers as may be prescribed by the LA Wing or LR Wing of the concerned district, as are required for the purpose of both land acquisition and granting long term lease respectively.

(c) For the purpose of fixation of fair and reasonable average market value of any type-class of land, abnormally high value or abnormally low value sales should be carefully discarded. Normally more than 200% higher or lower value on and over the average value reflected in the majority of sale deeds shall be considered to be abnormally high or low value and such sales may be discarded and thereafter taking the average value of the remaining sale deeds for the concerned type-class, the fair and reasonable average market value shall be fixed.

(d) For awarding, compensation for each plot of land or for fixing up sciami for giving long term settlement of any plot of land, additionality of valuation will depend on the locational advantage as well as connectivity advantage of each plot of land for which certain basic formula are prescribed hereinafter.

(e) The belting method shall not be applied until the land is located in well developed urban centres, municipalities and corporations.

(f) The sale data has to be obtained and recorded from the deed registers maintained in the Registration Offices and all columns shall be filled up in the "Sale-Data-Record Sheet", a copy of which is enclosed herewith, as prescribed format. This revised formula for fixing of land /property value shall only apply on such LA proposal which are received by the Collector on any date after this Government order comes into effect. For the aforesaid purpose, as stated above, the land sale data shall be obtained from the local Registration offices in the prescribed format for each class of land in each mouza and each ward using prescribed form i.e. Form-2C of The LA Manual, 1991.

[37] Fixation of Fair & reasonable market value of land:-In the interest of infusing greater rationality as well as uniformity in the matter of calculation of compensation payable for land and anything attached to land, the instruction contained in the G.O. No. 1705-LA-3M-07/06 dated 6th June, 2006 should be strictly followed, of which some special features are specified below :-

[a] **Fixation of value of land located within the rural areas** :- A rate for any class of land shall be separately determined for each separate mouza in accordance with the prescribed manner and procedures.

[b] Within each mouza, in a rural area, the rate of land value shall be separately fixed for the following seven type-class of land :-

- (i) Non-irrigated agricultural land,
- (ii) Irrigated agricultural land,
- (iii) Homestead (Bastu, vita etc.) land,
- (iv) Danga, Patit, fallow and other unused vacant lands
- (v) Land under commercial and industrial use,
- (vi) Tanks, ponds and other water bodies.
- [vii] Government Land including Vested Land, Departmental Land & Public -Utility - cum- common-property Land.

[c] Each of the aforesaid seven type-classes of land, if located in the rural areas shall get such value-addition, over and above the average value fixed for each of such type-class of land, in addition to what has been provided in sections 23 and 24 of the Act, by such percentage **not exceeding 10% of the average market value** as specified in the **Schedule-I** of the G.O. No.1705-LA-3M-07/06 dated the 6th June,2006, on the ground of such land having **to direct connection** with National/State Highways or other Major Roads, or Metal/Gravel Roads etc.

[38] Fixation of value of land located within municipalities and corporations :- For the purpose of land value calculation in Municipalities and corporation the following principles and procedures should be taken into accounts, in addition to what has been provided in sections 23 and 24 of the Act :-

[a] The classes of land within the municipal/corporation areas shall be categorised into the following five categories.:-

- (i) Land under residential use ;
- (ii) Land under commercial and industrial use ;
- (iii) Waterbodies ;
- (iv) Public utility land (public roads, parks, Smashan Ghat, Burial Ground, land under departmental use etc.);
- (v) Land not covered by any of the aforesaid four type-class.

[b] Each of the aforesaid five type-classes of land, if falling within a municipality, shall also be valued in such a way that over and above the average price fixed for such urban land, additionality in value, **not exceeding 10% of the average market value**, shall be allowed as per Schedule -II of the G.O.No.1705-LA-3M-07/06 dated the 6th June,2006 on the ground of such land having **to direct connection** with National/State Highways or other Major Roads, or Metal/Gravel Roads, lanes, bye-lanes etc.

(39) Compulsory acquisition of land vested under any other law, whether settled or not settled:- The acquisition of land under Land Acquisition Act, 1894, shall henceforth apply on any type of and class of holding including the land vested under any other Act and irrespective of the same being retained by the Collector at his disposal or allotted by issuance of patta or by grant of long term lease. The procedure to be followed in connection with payment of compensation is narrated hereinafter.

(40) Patta-allottees are to get full compensation like a free-hold raiyat :- In case, land vested to the State by operation of any other law and such land is settled by issuance patta, notices for acquisition of land under the Land Acquisition Act, 1894 should be given to concerned patta-holders. If patta was issued over the land in question, award shall be declared in favour of the patta holder or his successors-in-interest. Such award shall include all the elements as provided u/s 23 of the LA Act including solatium.

[41] Lease-holders of government land shall get back proportionate selami amount of the un-enjoyed period of total lease-tenure :- In case, land vested to the State by operation of any other law and such land is settled under long-term lease-contract, notices for acquisition of land under the Land Acquisition Act, 1894 should be given to concerned lease-holder or his successors-in-interest, and the lessee shall get back proportional salami for the remaining years' back along with interest @ 6.25 % for the number of years the refundable salami lied with the Government and cost of his non-movable assets developed by the lessee. A lessee shall neither get solatium @ 30 % nor additional compensation @ 12% per annum .

[42] Notices should be given to the Collectors as regard to the government land:- Notices should be given to the Collectors [for this purpose, the word "collector" shall mean the DL&LRO of the concerned district] as regards to the vested land, other government land including all departmental land so that the collector can participate in the LA proceedings from the very beginning and ensure representing the governments due claims of compensation and secure the due awards and deposit the same in appropriate head of accounts. Relating to the acquisition of vested land, other government land including all departmental land, the award of compensation shall be in favour of the Collector, the award shall include only basic market value of land and but neither solatium @ 30 % nor additional compensation @ 12% per annum shall be entitled to the Collector. The Collector shall deposit the awarded amount in the appropriate Receipt Head of L & LR Department;

[43] Regarding vested land retained by the tenant u/s 6[3] of the WBEA Act,1953 :-

In case of termination of retention permission by any proceedings u/s 6 of the WBEA Act, 1953, if the land gets resumed to State, the market value of the land shall be payable to the Collector but excluding solatium @ 30 % and additional compensation @ 12 %. In case, however, termination of retention permission by any proceedings u/s 6 of the WBEA Act, 1953, has not been done and the land is not yet resumed to State, and the **retainer tenant** has been lawfully holding such the market value of the land, the DL & LRO shall seek from the LAC due apportionment of the LA compensation between the tenant u/s 6[2] and the government to whom the land vest absolutely by operation of the aforesaid Act, and if the LAC so desires may refer the case to the Court and deposit the award money to the court u/s 18 of the LA Act.

[44] Estimation of cost of acquisition of government land :- All such costs, involved in acquisition of government land, where payment has to be made by awards in favour of the collector [DL&LRO], shall be borne by the Requiring Body as a part of LA cost and land acquisition Collector should include these elements while preparing the estimate of cost for acquisition .

[45] Post-acquisition duties of LAC and RB :-It may be also noted that, though, the land shall legally stand vested to the state free from all encumbrances but the LAC shall take over physical possession of such land only on payment of compensation awarded for such land including anything attached to such land. The LAC shall immediately make over physical possession of the acquired land to the RB issuing "**writ of possession**" in the prescribed format.

[46] Acquired Land to be settled with the RB with free-hold rights :-As and when the land has been so acquired for and on behalf of any Government department, its subordinates offices, Govt. Undertakings, Development Authorities Government Companies and Corporations, irrespective of the fact whether the same has been acquired from private ownership or from public ownership i.e land was a vested land, departmental land, khash-mahal land or RR land, it shall be transferred after compulsory acquisition through a "**writ of possession**" which shall clearly mentioned that, the land are **transferred to the RB as free-hold land**, so that the requiring body, being a Government body may with or without development or after development directly by itself or through joint venture or any engaged developer, can transfer and settle the acquired land or the real estate developed thereupon, to any individual citizen within the ceiling limit on **free-hold basis** to enable them freely transferring the property without taking prior written permission of the Government which is necessary if the land is

settled under the long-term lease basis. **Such free-hold transfer shall not, however, apply to the companies.** In this connection, the attention of the requiring bodies is drawn to the provisions of Part-VII of the Land Acquisition Act, 1894 specially the restrictive provision u/s 44B, the limited permissive provision u/s 40, provision for signing mandatory “agreement” prior to acquiring any land for any company vide section 41, and publication of such agreement in the Official Gazette u/s 42 and they shall settle the land with any company under such terms and conditions so that the acquired land so settled with them cannot be transferred by the companies “ **by sale, mortgage, gift, lease or otherwise**” vide section 44A of the Land Acquisition Act, 1894.

[47] Advance Planning for Resttlement & Rehabilitation of possible evictees :- Though the evicted families shall be provided with rehabilitation supports as prescribed by the Government from time to time and the RB should bear such cost of rehabilitation, however, it is ordered that the LAC, shall not take over physical possession of homestead land owned and occupied by any family for its residential purpose, by physical eviction of any BPL family until such family is provided with basic mandatory RR package as well as transportation costs of Rs. 2000/- par family. For synchronising the eviction plan with plan for allotment of homestead or constructed houses in relevant type of projects, it should be bounden duty and responsibility of the RB to start construction of houses or acquire land for the re-settlement families to be evicted, immediately after the notice of acquisition u/s 4 of the Act, and cause allotment to them so as to synchronise the allotment of house/flat or plots on or before the possible date of publication of award.

[48] Cultivators be allowed to raise crops on acquired land until the RB takes action for utilisation of the same:- In case, after taking over possession of agricultural land, the RB does not require to bring the land for immediate use, such plot/plots of land shall continue to be cultivated by the ex-land owner till the RB gives notices for discontinue such cultivation. It shall be the duty of the RB to inform the cultivator not to cultivate any crop after any specified date and the ex-land owner shall forthwith discontinue such cultivation. In case the RB requires sudden or immediate use of the land without such advance notice and also cannot wait till the harvesting of the existing crop, the RB shall pay for damaging the standing crop by such amount as the Collector may decide. But, though in the interest not keeping productive crop-land fallow for years and seasons, considering the economic benefit of the society as well as of the individual cultivator, even if such informal access to land is allowed informally, such authorisation shall not accrue any legal or usufructuary rights and interest of the ex-cultivator on such acquired land.

(49) Time-bound Mutation & Conversion of Land :- After completion of the LA proceeding the duty of the RB should be to move immediately for **mutation and conversion** of Land by submission of appropriate applications with appropriate processing fee with the appropriate offices and no work should be taken up without such mutation and conversion.

(50) Saving Clauses against prescribed timeframe :- The time-frame prescribed above is only to guide all concerned officials to accomplish the task of LA within expectedly possible time-schedule provided however, that the current man-power shortage in LA offices can be over-come and computerisation process with supporting technical hands are available. Failure to accomplish any items of works within the specified time shall not vitiate the LA proceeding unless such delay exceeds the maximum time-frame prescribed by section 6 and section 11 A of the Act of 1894.

This Order is issued after taking necessary approval of the Cabinet in regards to the policy issues having financial implications and public interest involvement and this shall come into effect on and from 6th Day of June, 2006.



By order of the Governor

[Sd/- Sukumar Das, IAS]
Principal Secretary to the
Government of West Bengal

G.O.No.1701-3M-07/06[68]

Dated 6th June, 2006

Copy forwarded for information and necessary action to:

- [1] The Chief Secretary to the Government of West Bengal for favour of his kind perusal.
- [2-30] The Principal Secretary/ Secretary to the Government of West Bengal, P.W.D. Deptt. Department, Writer's Buildings/Salt Lake/ Camac Street/ Jessop Buildings, New Secretariat Buildings, Kolkata, with request to send copies of this order to the subordinate offices, undertakings, authorities, local bodies with instruction to adopt the revised guidelines in the matter of acquisition of land as per Land Acquisition Act, 1894.
- [31-33] The Divisional Commissioner, Presidency Division/Burdwan Division/ Jalpaiguri Division.
- [34] The Director, Land Records & Surveys, Survey Buildings, 35, Gopalnagar Road, Alipore, Kolkata - 700 027.
- [35-42] The District Magistrate & Land Acquisition Collector,District, P.O & District, West Bengal.

(44-60) The Additional District Magistrate (LA)/Spl. Land Acquisition Collector,..... District, West Bengal.

(61) First LA Collector, Kolkata, 5, Bankshall Street. Kolkata – 700 001.

[62] Inspector General of Registration, Government of West Bengal, Writers' Buildings, Kolkata,-- with request to issue necessary instruction to his subordinate offices to supply the sale-data pertaining land involved in LA proposals to RB, LAC and citizens of concerned mouzas to facilitate them to ascertain market value of different class-type of land, if necessary on payment of such charge as may be prescribed.

[63] The Managing Director, WBIDC, 5 Council House Street, Kolkata-70001

[64] The C.E.O, KMDA, Salt Lake, Kolkata.

[65] The CEO, HAD, P.O. Haldia, Purba Medinipur.

[66] The Managing Director, HIDCO, Salt Lake, Kolkata.

[67] The ADM (LR) & DL&LRO,..... District, West Bengal.

(68) Guard File of LA Wing of the Department.



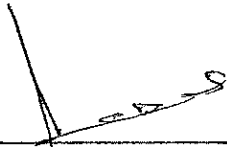
(Sukumar Das)
Principal Secretary to the
Government of West Bengal

APPENDIX-5

- 1) 1st Technical Committee on Inception Report on June 9, 2006**
- 2) 1st Steering Committee on Inception Report on June 28, 2006**
- 3) 2nd Technical Committee on August 9, 2006**
- 4) 1st Stakeholder Meeting on July 11 and 12, 2006**

**MINUTES OF 1ST MEETING
OF
THE TECHNICAL COMMITTEE
ON
INCEPTION REPORT
OF
THE FEASIBILITY STUDY ON
THE CONSTRUCTION OF RAICHAK – KUKURAHATI BRIDGE
IN
WEST BENGAL, INDIA**

**Kolkata, India
Held on
June 9, 2006**



**Mr. P. K Deb
Chairman, Technical Committee &
Engineer – in – Chief & Ex- officio Secretary
Public Works & Public Works (Roads) Dept.
Government of West Bengal**



**Mr. Katsufumi MATSUZAWA
Team Leader
JICA Study Team**



**Mr S.K.Saha
Member Secretary, Technical Committee &
Chief Engineer (P & QA)
P W (Roads) Department
Government of West Bengal**

I. Introduction

In line with the "Scope of Work (S/W) and Minutes of Meeting (M/M) for the Feasibility Study on the Construction of Raichak – Kukurahati Bridge in India", which was agreed upon between Public Works Department, Government of West Bengal, India, Ministry of Shipping, Road Transport and Highways, and Japan International Cooperation Agency (JICA) and duly signed on February 28, 2006, JICA dispatched the JICA Study Team headed by Mr. Katsufumi MATSUZAWA to India for conducting the Study.

The JICA Study Team submitted 30 copies of the Inception Report to the Public Works Department, Government of West Bengal, which is the Counterpart department of the Study on June 6, 2006. Subsequently, The JICA Study Team had a preliminary discussion on the Inception Report with the Counterpart Team members of Public Works Department, on June 7, 2006.

The Committee discussed on following Agenda:

Agenda No I

To discuss on Inception Report prepared and submitted by JICA in June 2006 in commencement of Study (Copy of Inception Report enclosed).

Agenda –II

To discuss on technical guidelines for conduct of study

Agenda-III

Miscellaneous

II. General Discussion

The Technical Committee meeting for the explanation and discussion of the Inception Report was held at the conference room in Writer's Building on June 9, 2006. In the beginning, Mr.S. K. Saha, Member-Secretary & Chief Engineer (P & QA), Public Works (Roads) Department, inaugurated the meeting and made a welcome speech.

Mr. D Mukhopadhyay, Principle Secretary to the Hon'ble Chief Minister highlighted the need for early conclusion of the Study and commencement of construction work in view of ensuring industrial expansion in Haldia in future; for this, the JICA Study Team and the Counterpart Team have to work in close coordination. He also urged that tendering process must be initiated as early as possible.

Dr. P. K Agrawal , Principal Secretary, Public Works & Public Works (Roads)Department clarified that tendering procedures of such mega-projects can only commence after feasibility study of the proposed project from all considerations viz., financial, economical and technical, will be over and DPR prepared thereafter.

To a query raised by Mr. Matsuzawa, Team Leader, Mr. P. K Deb, Engineer-in-Chief & Ex-officio Secretary Public Works & Public Works (Roads) Department said that Counter-part Team is part of the Government mechanism to closely associate with the study conducted by the JICA team.

The Chief Hydraulic Engineer from Calcutta Port Trust Mr. B. Chowdhuri pointed out that the selection of Bridge alignment is very much critical from navigational point of view. Detailed hydraulic studies involving physical model studies are essential to examine and finalise span scheme and pier locations without appreciable effect on the navigational aspects of the river. The water course of the river should be kept unobstructed as far as practicable.

III. Discussions on Agenda.

In the agenda wise discussion in the Technical Committee meeting, the following items on Inception Report were discussed and agreed upon.

1. Study Area

The Indian side requested to follow the study area in line with the agreed Scope of Works (S/W) Agreement signed on February 28, 2006. The JICA Study Team agreed to modify the study area in the Inception Report in order to follow the S/W as described in the following sentence:

"The study will focus on the southern part of West Bengal State, which would be directly influenced by the proposed bridge construction project including viability of an alternative corridor between Haldia Port and North Bengal & North-Eastern States."

2. Role of Counter-part Team

The Counterpart Team has the following functions on hand:

a) To interact with the JICA Study Team in review and finalization of reports and provide help in assistance in coordinating with various authorities for conducting the Studies

b) To provide personnel during field investigation and field studies according to programme of JICA Study Team

3. i) Study Implementation Mechanism

The Indian side indicated that the mechanism of evaluation and acceptance of report by the Government of West Bengal as per S/W Agreement requires participation of the Counterpart Team, the Proof Consultant, Technical Committee and Steering Committee. The JICA Study Team agreed to include above mechanism in the Inception Report.

The Indian side proposed a flow chart showing a mechanism of interaction between Study Team and counter-part Team from the beginning i.e from the preparatory stage of preparation of reports for eventual finalization. The JICA Study Team accepted the flow chart and agreed to prepare the working documents before compiling each report working on the flow chart. The JICA



Study Team agreed to include the above Flow-chart of Interaction in the Inception Report.

ii) Schedule of Meetings

The Indian side mentioned that the working documents should be prepared in small fragments during the course of the Study and submitted to the office of the Counterpart Team. The working document entities shall be reviewed by the Counterpart Team and the Proof Consultant and the comments will be communicated to the JICA Study Team. The disposal of comments shall be done through the fortnightly meetings or as agreed between the JICA Study Team and the Counterpart Team. In case some Technical issues remain unresolved in these interactions, same will be referred to Technical Committee for decision. Similarly, if any Policy matter evolves during the Study, same will be referred to Steering Committee for policy guidelines.

iii) Report Submission

The Indian side suggested that small entities forming each report should be generated in detailed and elaborate manner in consultation with the Counterpart Team and the Proof Consultant. Prior to the report submissions, there would be mutual discussion among the JICA Study Team, the Counterpart Team and the Proof Consultant. The JICA Study Team confirmed that each draft report will be submitted to finalize them, prior to date of the report submissions in line with the proposed work plan.

iv) Proof Consultant

The Indian side is employing a Proof Consultant for review and improvement of the Study. However for procuring Services of Proof Consultant, Indian side must have adequate information regarding Schedule of submission of working documents so that the deployed Proof Consultant can design his man-power schedule. The JICA Study Team agreed to furnish this information in writing within June 2006. The Proof Consultant is planned to be mobilized from Task - 3 phase (October/November 2006) after some initial progress has been made in the Feasibility Study work. The JICA Study Team took note of this and appreciated the important role of Proof Consultant in successful implementation of the Study as per Scope of Works Agreement.

v) Assignment Schedule for the Counterpart Team

The JICA Study Team requested to prepare the assignment schedule for the Counterpart Team. The JICA Study Team was requested to submit monthly program of their activities and field work so that members of the Counterpart Team and the Proof Consultant can be assigned to participate.

4. River (Hydraulic) Study

The Indian side indicated that it would be necessary to conduct physical model study to understand the river regime. The JICA Study Team explained that the river engineering study will be carried out by employing mathematical quasi-two dimensional simulation method. In view of insistence for hydraulic model study (physical) by Indian side, JICA Study Team informed that they will discuss the matter in details with Kolkata Port Trust and decide on the matter. The decision on this issue will be taken in the next meeting of Technical Committee after receiving specific opinion of Kolkata Port Trust on the matter.

5. Design Criteria

The JICA Study Team mentioned that investigations such as Hydraulic Study, Wind Impact Study, Seismic Impact Study, etc as described in the S/W will be added to the design criteria in the Inception Report.

6. Economic Bridge Structure.

It was agreed that the choice of economic bridge structure should ensure use of indigenous materials (like Steel, prestressing strand /cables /aggregates / cement etc).

7. EIRR and FIRR

In case of FIRR and EIRR, sensitivity Analysis in different scenarios must be conducted.

8. Standards and Codes

All Designs/Studies/Investigations should comply with Indian Codes / Standards. In case Indian codes/standards are not available, appropriate international codes as decided through discussion with Counter- part Team and Proof Consultant shall be adopted.

The JICA Study Team was requested to incorporate the comments on the Inception Report generated during the discussions in the Technical Committee meeting and resubmit the Inception Report for formal acceptance

Meeting ended with thanks to and from the Chair

Attendants List attached herewith.

LIST OF ATTENDENTS

1. Indian Side - Technical Committee Members

No	NAME	DESIGNATION/ORGANISATION
1	Mr.P K Deb	Chairman & Engineer-in-Chief & Ex-officio Secretary, Public Works & Public Works (Roads) Department
2	Mr. S K Saha	Member Secretary & Chief Engineer (Planning & QA), Public Works (Roads) Department
3	Mr. T K Mukherjee	CE, Public Works (Roads) Department
4	Mr. B. K. Sadhu	Chief Traffic and Transportation Engineer, Transport Department
5	Mr. B.Choudhuri	Chief Hydraulic Engineer , Kolkata Port Trust
6	Mr. S Sengupta	Additional Chief Engineer , Public works (Roads) Department.
7	Mr. J Basu	Superintended Engineer , Bridge Planning Circle , Public Works (Roads) Department

2. Japanese Side

1	Mr. Shigeo Honzu	Transportation Team I, Group III, Social Development Study Department, JICA
2	Mr. Katsufumi Matsuzawa	Team Leader, JICA Study Team
3	Mr. Kiyoshi Yasukawa	Transportation and Road Planning/Traffic Demand Forecast 1, JICA Study Team
4	Mr. Minoru Nagai	Industrial Development Planning, JICA Study Team
5	Mr. Shusuke Minato	Environmental Assessment (Social Environmental Consideration)/Public Consultation 2, JICA Study Team
6	Mr. Koichi Arakawa	Traffic Survey / Traffic Demand Forecast 2, JICA Study Team
7	Mr. Simpei Imada	Assistant Transport and Road Planning/Coordinator, JICA Study Team
8	Mr. Dipak Ghatak	Office Manager, JICA Study Team

3. Invitees

1	Mr. D. Mukhopadhyay	Principal Secretary to Chief Minister
2	Mr. S.A. Ahmed	Special Secretary to Chief Minister
3	Dr. P. K. Agrawal	Principal Secretary, Public Works & Public Works (Roads) Department
4	Mr. A Choudhury	Executive Engineer, Bridge Planning Circle, Public Works (Roads) Department
5	Mr. Pradip Chatterjee	Executive Engineer, Bridge Planning Circle, Public Works (Roads) Department
6	Mr. P. S. Sengupga	Executive Engineer, Bridge Planning Circle, Public Works (Roads) Department
7	Mr. R N Bhattacharya	Assistant Engineer, Bridge Planning Circle, Public Works (Roads) Department
8	Mr. P Ghosh	Assistant Engineer, Bridge Planning Circle, Public Works (Roads) Department
9	Mr. D Halder	Assistant Engineer, Bridge Planning Circle, Public Works (Roads) Department

- 4) Sri Sibabrata Sengupta,
Additional Chief Engineer, P.W. (Roads) Directorate.&Member(TC)
- 5) Sri Swapan Kumar Das, Addl. Chief Engineer, P.W. Directorate &Member (TC)
- 6) Superintending Engineer, Bridge Planning Circle,
P.W. (Roads) Directorate. & Member (TC)
- 7) Sri Partha Sarathi Gupta, Superintending Engineer,
Survey & Design Circle, P.W. Directorate. & Member (TC)
- 8) Chief Traffic & Transport Engineer, Transport Department.&Member (TC)
- 9) Chief Hydraulic Engineer, Kolkata Prot Trust.&Member (TC)
- 10) Member, West Bengal Pollution Control Board & Member (TC)

— sd —

Chief Engineer (P&QA)
& Member Secretary (Technical Committee)

No : 329 (10) - R/PL

Date : 05.06.2006

Copy forwarded to:-

✓ Mr. Nobuki Koguchi, Assistant Resident Representative, JICA,
JICA India Office, 3A, 3rd Floor, Lotus Towers Community
Centre, New Friends Colony, New Delhi-110065 with request to co-opt your
representative /Team Leader of Study Team to take part in the first Meeting of the
Technical Committee constituted by Government of West Bengal

Fax - (011) 41674586

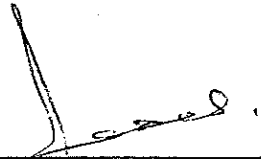

Chief Engineer (P&QA)

& Member Secretary (Technical Committee)

MINUTES OF MEETING
OF
TECHNICAL COMMITTEE
ON
THE FEASIBILITY STUDY ON
THE CONSTRUCTION OF RAICHAK – KUKURAHATI BRIDGE
IN WEST BENGAL, INDIA

Held on
August 9, 2006

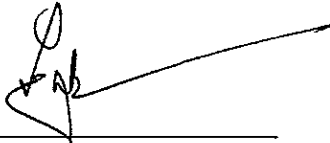
Second Meeting



Mr. P. K. Deb
Chairman, Technical Committee and
Engineer-in-Chief & E.O Secretary
P.W.D & P.W.(Roads) Dept.
Govt. of West Bengal



Mr. Katsufumi Matsuzawa
Team Leader
JICA Study Team



Mr. S. K. Saha
Member Secretary, Technical Committee &
Chief Engineer (Planning & QA)
P.W (Roads) Directorate
Govt. of West Bengal

1.0 Preface

The JICA Study Team, carrying out Feasibility Study on the Construction of Raichak-Kukrahati Bridge since 6-6-2006 according to Scope of Work Agreement between GOWB & JICA, submitted a draft Study Report dealing with requisite Vertical Clearance & Width of Shipping Channel for the proposed bridge to the Public Works Department. The Study Team also submitted a draft report on alternative crossing locations along with approach links to NH-117 (on Raichak side) and NH-41 (on Haldia side) and raised some query regarding future transport network under consideration of the Government for dispersal of traffic in the Raichak side towards Kolkata and beyond.

Since the issues are required to be finalized before embarking on a detailed study according to approved schedule of activities, the Counterpart Team of PWRD and JICA Study Team felt that the issues need to be discussed at the Technical Committee forum to find tangible results.

2.0 The Notice for discussion on the following agenda items was issued to members of Technical Committee *vide* No: 1B-3/02 (Pt-C)/578-R/PL dated 2-8-06:

- Agenda No-1** : Navigational clearance for shipping channel taking ocean going ships.
- Agenda No-2** : Navigational clearance for passage of small ships in the remaining portion of the River.
- Agenda No-3** : Alignment of the existing shipping channel, taking ocean going ships, near the project site and vessel control regulations around.
- Agenda No-4** : Status of alignment and implementation of Eastern Expressway connecting Diamond Harbour Road to NH-34.
- Agenda No-5** : Miscellaneous

3.0 The Technical Committee meeting was held in the Conference Room at Pranjali on August 9, 2006. In the beginning, Chairman Technical Committee & Engineer-in-Chief and ex-officio Secretary, Public Works & Public Works (Roads) Department, welcomed the participants and invited agenda-wise discussion.

3.1 AGENDA NO -1

Discussion:

Chairman expressed that KoPT is largely instrumental in the matter of confirmation of horizontal and vertical clearances for navigation of large and small ships.

Mr Sinsuke Kubo made a power-point presentation clarifying their assessment regarding requirement for horizontal and vertical clearances for navigation of ocean-going ships and other smaller vessels.

Deliberations of the Chief Hydraulic Engineer, KoPT, on the issues were as follows.

Vertical Clearance

The Air Draft or the vertical clearance from HFL or '0' level, as calculated by JICA Study Team is being examined by the concerned Department of KoPT, keeping in view the present and future projections of Cargo, the types of ships/ vessels expected to ply over the area, marine conditions/ regulations/ expected project cargo to be handled by the ships etc. On finalization of the calculations based on the above stipulations and principles, *Vertical Clearance* would be intimated to P.W.(Roads) Directt. of Govt. of West Bengal.

Horizontal navigational clearance

He expressed apprehension that the reach being very sensitive with oscillating flow predominating in the semi-diurnal tidal hydro-dynamic domain, any sort of engineering interference will have a direct and governing impact on the river regime; for any tidal river and reach so critically located in between opposing bends at the upstream (Rupnarayan confluence) and downstream (Diamond Harbour, Kulpi), the tidal flux should not allowed to get reduced. Further, the obstruction in the form of piers is expected not only to generate afflux but also curtail certain amount of flux and reduce the linear waterway, which may be detrimental or fatal for the river regime and have alarming effect in the form of siltation, for safe passage of ships.

He expressed that the horizontal clearance can only be decided on availability of the impact of the proposed bridge piers (with its shape, size, location, alignment etc.) on the river regime. Pointing out complexity of the issue, he explained siltation trend and typical characteristics of the river Hoogli in this stretch and some glaring instances of siltation or choking of tidal inlets like river Rupnarayan, and expressed that no obstruction within the river would be the ideal case. In case of any obstruction, it should be minimal or should be designed with the latest technology, so that it will have very little or insignificant effect in the river regime.

He stated that the calculations made by JICA on theoretical concept stands to be evaluated by KoPT. He emphasised that such horizontal clearance in a complex and critical shipping route detouring the potential locations (Diamond Harbour) as well as most difficult bar, Eastern Gut, leading to Kolkata Dock System has to be determined carefully.

Explaining the above concerns, he submitted that the matter of minimum horizontal clearance in respect of positioning of piers ensuring safe passage of ships, can only be determined by capturing response of the river through hydraulic studies (e.g mathematical model analysis and physical scale model analysis) incorporating the shapes and sizes of the piers, so that a comparative analysis can be made with bridge and no bridge condition at the proposed location.

Probable locations of river crossing

He stated that the proposed crossing locations should be geo-referenced. In order to examine the propositions with their proper merits, he requested the JICA Study Team to transfer the crossing locations on KoPT's Hydrographic Charts and the land information as well, with real time survey, so that the existing port establishment, operational locations i.e. lighterage, and anchorage points, future projects like Diamond Harbour Jetties etc. can be easily identified by KoPT and clearance given after taking a comprehensive look.

Decision:

- Vertical Clearance: KoPT would give clearance after looking at it from a comprehensive view point
- Horizontal navigational clearance: KoPT shall be in a position to decide on minimum spanning for navigation of ships based on the results of hydraulic studies (e.g mathematical model analysis and physical scale model analysis). The model studies are to be carried out by the JICA Study Team, incorporating location/ shape/ size of piers for the purpose.
- Probable locations of river crossing: JICA Study Team is to transfer the crossing locations on KoPT's Hydrographic Charts as well as in river/land survey map for KoPT to examine critically and provide clearance

3.2 AGENDA NO – 2

Discussion:

On the presentation of Mr. Sinsuke Kubo on this agenda, the Chief Hydraulic Engineer, KoPT, expressed that the idea and concept behind JICA's deliberation proposing a main shipping span with more vertical clearance and smaller spans in the remaining stretch of the river with less vertical clearance for facilitating passage for ocean-going ships and smaller vessels respectively, seems to be immature at this stage.

Decision:

- Further discussion will have to be undertaken in due course of time.

3.3 AGENDA NO – 3

Discussion:

Regarding the existing shipping channel near the proposed project area, the Chief Hydraulic Engineer, KoPT, stated that recent Hydrographic Charts have already been issued to the JICA Study Team from the Marine Department of KoPT, where the details of the navigational channels are given.

Decision:

- *Information available from the Hydrographic Charts issued to the JICA Study Team by KoPT.*

3.4 AGENDA NO – 4

Discussion

Mr. K. Matsuzawa, Team leader of JICA Study Team made a Power-Point presentation of crossing alternatives indicating the approach alignment alternatives C & D evaluated on the basis of reconnaissance survey.

Out of four different crossing alignments selected by the JICA Study Team, Mr. Matsuzawa proposed to screen out Alternative-A & B and continue further study on Alternative-C & D (down stream of Raddison Hotel) only.

The Chairman suggested that study on approach alignment alternatives are to be conducted from technical as well as socio-economic considerations. He added that further detailed study with the alternatives is necessary in order to frame a decision matrix for selection of the most desired alignment and that the feasibility study should also address the issue of dispersal of traffic that the proposed bridge would attract.

Mr. Yasukawa, member of JICA Study Team, pointed out that the existing road on the Raichak side (i.e. NH-117) may not be adequate to cater the volume of traffic expected after construction of the proposed bridge and enquired details about the future planning of the Government in developing road network in the region.

Chief Engineer, Planning & QA, expressed that for dispersal of traffic coming from Haldia towards Kolkata an alternative corridor, bypassing the city, is a necessity to take care of North Bengal bound through traffic and that city roads should have a development plan to take care of local traffic.

The Chief Engineer, Transport Department expressed that Diamond Barbour Road (NH-117) will not be adequate to cater for the future traffic once the bridge comes up. He also stated that the necessity of alternate routes for traffic dispersal along eastern periphery of Kolkata is also under consideration of the Government.

Decision:

- *The Study Team should include their view regarding the adequacy of the existing road network/ necessity of alternative routes for traffic dispersal in Study Report.*
- *PWRD would request Commerce and Industry Department and KMDA to share details of their current proposals for development of Eastern Expressway & Southern Expressway with the JICA Study Team.*

The meeting ended with thanks to and from the Chair.

4.0 List of attendees

Attached.

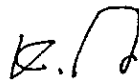
LIST OF ATTENDEES

Technical Committee Members

- | | |
|---|--------------------|
| 1. Mr. P K Deb, Engineer-in-Chief & E.O Secretary, P.W.D & P.W.(Roads) Dept | : Chairman |
| 2. Mr. S K Saha, Chief Engineer (Planning & QA), Public Works (Roads) Directt. | : Member Secretary |
| 3. Mr. B. K. Sadhu, Chief Traffic and Transportation Engineer, Transport Dept. | : Member |
| 4. Mr. B. Choudhuri, Chief Hydraulic Engineer , Kolkata Port Trust | : Member |
| 5. Mr. S. Sengupta, Additional Chief Engineer, Public works (Roads) Directt. | : Member |
| 6. Mr. J. Basu, Superintending Engineer, Bridge Planning Circle, P.W.(Roads) Directt. | : Member |
| 7. Mr. P.S. Gupta, Superintending Engineer, Survey & Design Circle, P.W. Directt. | : Member |
| 8. Member representative, West Bengal Pollution Control Board | : Member |
| 9. Mr. S.C. Mandal, Executive Engineer, M.O.S.R.T & H., Kolkata | : Member |
| 10. Mr. Katsufumi Matsuzawa, Team Leader, JICA Study Team | : Member |

Invitees

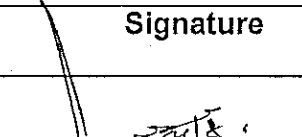
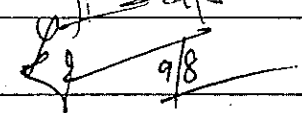
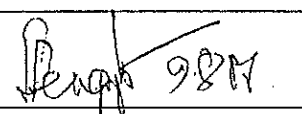
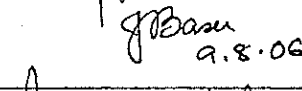
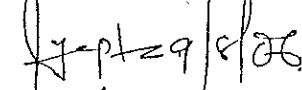
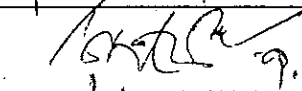
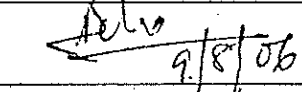
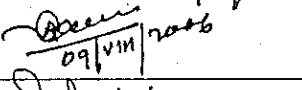
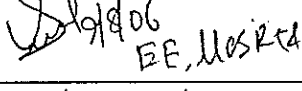
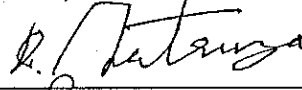
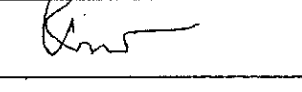
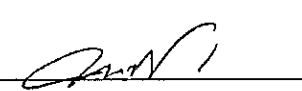
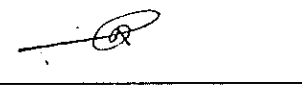
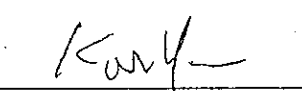

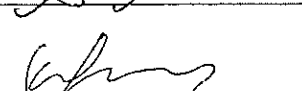
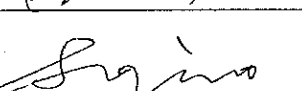
- | | |
|-------------------------|---|
| 1. Mr. Kiyoshi Yasukawa | : Member, JICA Study Team. |
| 2. Mr. Minoru Nagai | : Member, JICA Study Team. |
| 3. Mr. Shinsuke Kubo | : Member, JICA Study Team. |
| 4. Mr. K. Yamada | : Member, JICA Study Team. |
| 5. Mr. Koichi Arakawa | : Member, JICA Study Team. |
| 6. Ms. H. Sugimoto | : Member, JICA Study Team. |
| 7. Mr. P. S. Sengupga | : Executive Engineer, Bridge Planning Circle, , P.W.(Roads) Directt |
| 8. Mr. P. Nath | : Executive Engineer, Design Division, Durgapur Expressway. |
| 9. Mr. N. C. Adak | : Assistant Engineer, Design Division, Durgapur Expressway. |
| 10. Mr. R. Bhattacharya | : Assistant Engineer, Bridge Planning Circle, , P.W.(Roads) Directt |
| 11. Mr. P. Ghosh | : Assistant Engineer, Bridge Planning Circle, , P.W.(Roads) Directt |
| 12. Mr. D. Halder | : Assistant Engineer, Bridge Planning Circle, , P.W.(Roads) Directt |

Feasibility Study of Raichak-Kukurahati Bridge by JICA
List of participants for 2nd Technical Committee Meeting

Place: Pranjali, Hastings

Date: - 9-8-2006

SL. NO.	Name	Signature
1	Engineer-in-Chief & Ex-Officio Secretary, P.W.D. & P.W.(Roads) Dept & Chairman, TC	
2	Chief Engineer, P & QA, P.W.(Roads) Directt & Member Secretary, TC	
3	Chief Engineer, P.W.(Roads) Directt & Member, TC	
3	Chief Engineer, P.W. Directorate & Member, TC	
4	Sri Sibabrata Sengupta, Addl. Chief Engineer, P.W.(Roads) Directt. & Member, TC	
6	Superintending Engineer, Bridge Planning Circle, P.W. (Roads) Directt. & Member, TC	
7	Sri P.S. Gupta, Superintending Engineer, Survey & Design Circle, P.W. Directorate & Member, TC	
8	Chief Traffic & Transport Engineer, Transport Department & Member, TC	
9	Chief Hydraulic Engineer, Kolkata Prot Trust & Member, TC	
10	Member, West Bengal Pollution Control Board & Member, TC	
11	Regional Officer, Kolkata Office, Ministry of Shipping, Road Transport & Highways & Member, TC	
12	Mr. K. Matsujawa, Leader, JICA Study Team, & Member, Tech. Committee,	
13	P. N. W. GE, DEW	
14	M. NAGAI, Industry Promotion JICA Study Team	
15	K. YASUKAWA, JICA Study Team	
16	K. Yamada, JICA Study Team	
17	Shinsuke KUBO (JICA)	
18	K. Arakawa, JICA Study Team	
19	H. Sugimoto, JICA Study Team	

Feasibility Study of Raichak-Kukurahati Bridge by JICA
List of participants for 2nd Technical Committee Meeting

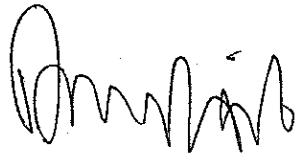
Place: Pranajal, Hastings

Date: - 9-8-2006

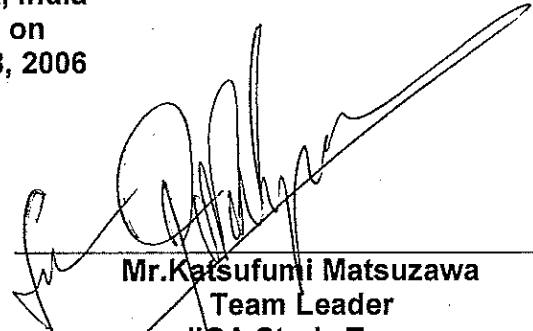
SL. NO.	Name	Signature
20	Narayan chandra Adark, AE, Design Div. Durgapur Expressway	<i>N Adark</i> 09/08/2006
21	MR. P. S. SENGUPTA; EXECUTIVE ENGINEER BRIDGE PLANNING CIRCLE; P. W. (ROADS) DIRECTORATE.	<i>P S Sengupta</i> 9/8/06
22	MR. R. N. BHATTACHARYA; ASSISTANT ENGINEER BRIDGE PLANNING CIRCLE; P. W. (ROADS) DIRECTORATE.	<i>R N Bhatta</i> 9/8/06
23	MR. P. GHOSH; ASSISTANT ENGINEER BRIDGE PLANNING CIRCLE; P. W. (ROADS) DIRECTORATE.	<i>P Ghosh</i> 9/8/06
24	MR. D. HALDAR; ASSISTANT ENGINEER BRIDGE PLANNING CIRCLE; P. W. (ROADS) DIRECTORATE	<i>D Haldar</i> 05/08/2006
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MINUTES OF 1ST MEETING
OF
THE STEERING COMMITTEE
ON
INCEPTION REPORT
OF
THE FEASIBILITY STUDY ON
THE CONSTRUCTION OF RAICHAK – KUKURAHATI BRIDGE
IN
WEST BENGAL, INDIA


Kolkata, India
Held on
June 28, 2006



Mr. A.K. Deb
Chief Secretary
Government of West Bengal
&
Chairman,
Steering Committee,
Feasibility Study of Raichak-
Kukurahati Bridge



Mr. Katsufumi Matsuzawa
Team Leader
JICA Study Team
For the Feasibility Study on the
Construction of Raichak-Kukurahati
Bridge



Mr. S.K. Saha
Chief Engineer (Plg & QA)
P W (Roads) Directt
&
Member Secretary, Steering Committee,
Feasibility Study of Raichak-Kukurahati Bridge

I. Introduction

In line with the "Scope of Work (S/W) and Minutes of Meeting (M/M) for the Feasibility Study on the Construction of Raichak – Kukurahati Bridge in India", which was agreed upon between Public Works Department, Government of West Bengal, India, Ministry of Shipping, Road Transport and Highways, and Japan International Cooperation Agency (JICA) and duly signed on February 28, 2006, JICA dispatched the JICA Study Team headed by Mr. Katsufumi Matsuzawa to India for conducting the Study.

The JICA Study Team submitted 30 copies of the Inception Report on June 6, 2006 to the Public Works (Roads) Department, Government of West Bengal, which is the Counterpart Department for the Study. The JICA Study Team had close discussion on the content of the Report and on inclusion of a mechanism between Counterpart Team (with Proof Consultant for review and improvement of result of the study) and JICA Study Team during the process of preparing the reports. Subsequently, based on the discussion, the JICA Study Team submitted revised Inception Report on June 20, 2006. The revised Inception Report was circulated to members of Steering Committee.

The Steering Committee discussed on following Agenda:

Agenda No I

To outline the Inception Report (June 20, 2006) by JICA Study Team (Copy of Revised Inception Report distributed).

Agenda -II

To explain Social Study Related Issues by JICA Study Team.

Agenda-III

To confirm Government Policy on Development of Transportation Network.

Agenda-IV

Industrial Development Policy.

Agenda-V

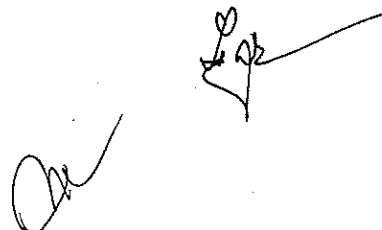
Miscellaneous.

II. Discussion

The Steering Committee meeting chaired by Chief Secretary to the Government of West Bengal was held at the Chief Minister's conference Room in first floor in Writer's Building on June 28, 2006. In the beginning, Mr. P. K. Agrawal, Principal Secretary, Public Works (Roads) Department thanked all participants and started the meeting.

Agenda No I

After power point presentation on the outline and methodology of the Study by the JICA Study Team Leader. The Chairman expressed the view if the Study Team could give a robust report on the basis of which tender could be called. The JICA Study Team Leader clarified to the query of the Chairman, that preparation of DPR (Detailed Project Report) is not included in the scope of the JICA Study, but the implementation program covering preliminary design, total project cost, construction schedule and etc. are included in the Study. Furthermore, it was also informed that preparation of DPR may take a year or so following the present Feasibility Study. Principal Secretary, PWD, requested JICA Study Team to prepare a firm and robust preliminary design to ensure speedy implementation.



Principal Secretary, PWD & PW(R)D invited the members to discuss on the report. There were no comments from the members. Engineer –in Chief and Chairman of Technical Committee informed that Inception Report (July 20, 2006) was thoroughly discussed in the Technical Committee Meeting on June 9, 2006 and is acceptable in the present modified form. Chairman, Steering Committee, then expressed that Inception Report stands accepted.

Agenda –II

Mr. S. Minato of the JICA Study Team gave a brief presentation on the environmental and social related issues. It was emphasized that the inter-departmental cooperation is the most important pre-requisite for the said study. Principal Secretary, Environment, assured to give all cooperation for Study on environment and social issues by the Study Team.

The Principal Secretary, PWD & PW(R)D requested the JICA Study Team to consult the Land & Land Reform Department for guidelines on policy issues on resettlement and rehabilitation.

Agenda-III

The Chief Engineer (P&QA) expressed that the proposed bridge would produce both local and through traffic i.e. the traffic that would move within Kolkata and traffic that would travel towards North Bengal. Since the city roads are already overloaded, the prospective development & management plans are vital for the current Study as also strategy/ plans for dealing with NH-34 bound traffic.

Mr. K. Yasukawa of the JICA Study Team also stressed that the existing corridor of NH-117 (Diamond Harbor Road) seemed to be the only connective corridor between Raichak and Kolkata. The road is grossly inadequate to connect the Bridge and Kolkata under the current conditions. He also mentioned that scope of widening the NH-117 is limited due to built up areas along the road. So, the realistic road development covering NH-117 and Kolkata City bypass is urgently required to solve the current constraints and to tune the development timing to construction of the Bridge, and those are critical to viability of the Project.

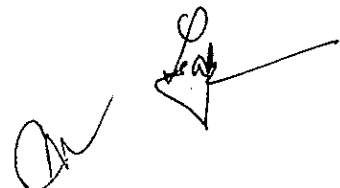
The road from NH-117 to Raichak was found not to be good in condition. Principal Secretary, PWD & PW(R)D assured to get the needful done. He also assured to get the road from NH 41 to Kukrahati repaired by PWD.

Mr. K. Yasukawa of the JICA Study Team made a brief presentation outlining the fact that various infrastructural and industrial projects are in planning stage in Kolkata and Haldia region. In order to take a total perspective on feasibility of the Projects, details of the prospective schemes/ infrastructural facilities and industrial developments including their implementation program under the purview of different Government departments (like Department of Commerce & Industries, Transport, Kolkata Metropolitan Development Authority, Haldia Development Authority etc.) are required to be made available to the JICA Study Team prior to the task of traffic demand forecast by middle of August,2006.

Agenda-IV

The Chief Secretary stressed the need of the proposed Bridge in view of Government's plan for construction of Mega Chemical Hub and Special Economic Zone (SEZ) at Haldia and other projects in the region. He also assured full support of the Government in constructing the bridge.

As future industrial expansion has significant effect on the growth of future traffic, the details of proposal of proposed schemes for new industries including down-stream industries are required to be furnished to the JICA Study Team by Government Departments. Department of Commerce



& Industries, West Bengal Infrastructure Development Corporation etc. are requested to furnish necessary information to the Study Team.

Agenda-V

Principal Secretary, PWD requested the District Magistrates & Superintendents of Police of the two districts (South 24 Parganas and East Medinipur) to extend all assistance to the Study Team during field works and interactions in the field in course of the Study, specifically for land acquisition & rehabilitation purposes. They were requested to nominate representatives with whom the study team can freely interact.

Meeting ended with thanks to the Chair.

List of the officials who attended the meeting is attached herewith

A handwritten signature in black ink, consisting of a stylized, cursive script.

List of Attendants:

A. Indian Side - Steering Committee Members/Member Representatives:

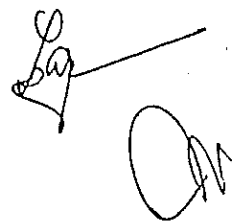
Sl. No.	Designation
1	Sri A. K. Deb, The Chief Secretary to the Government of West Bengal
2	Dr. P. K. Agrawal, Principal Secretary, P.W. & P.W. (Roads) Directorate, Govt. of West Bengal.
3	Sri P. K. Deb, Engr.-in-Chief & Ex-officio Secretary, P.W. & P.W. (Roads) Directorate, Govt. of West Bengal.
4	Sri S. Choudhury, Principal Secretary, Transport Department, Govt. of West Bengal.
5	Sri G. D. Gautama, Principal Secretary, Department of Environment, Govt. of West Bengal.
6	Sri S. K. Saha, Chief Engineer, Planning & Quality Assurance, P.W. (Roads) Directorate.
7	Sri A. K. Mehera, Chief Engineer, Kolkata Port Trust.
8	Sri B. Choudhuri, Chief Hydraulic Engineer, Kolkata Port Trust
9	Sri S. Gupta, Chief Executive Officer, Haldia Development Authority
10	Sri S. Barai, Chief Environmental Officer, Department of Environment.
11	Sri M. K. De, Chairman, West Bengal State Electricity Board.
12	Sri P. Halder, R.O., Kolkata, Ministry of Shipping, Road Transport & Highway.
13	Sri T.K. Mitra, Advisor, Planning.
14	Sri R. Ranjit, District Magistrate, Purba Medinipur.
15	Sri A. K. Dutta, Superintendent of Police, Purba Medinipur.
16	Sri B. Mandal, Additional District Magistrate (LA), South 24 Parganas.
17	Sri A. K. Ghosh, Addl. Superintendent of Police, South 24 Parganas.

B. Japanese Side:

Sl. No.	Designation
1.	Mr. Kozo Ito, Deputy Resident Representative, JICA India Office.
2	Mr. Katsufumi Matsuzawa, JICA Study Team
3	Mr. Tetsu Nakagawa, JICA Study Team
4	Mr. Kiyoshi YASUKAWA, JICA Study Team
5	Mr. Shusuke Minato, JICA Study Team
6	Mr. Yasuhiro AZUMA, JICA Study Team.
7	Mr. Shinsuke MORI, JICA Study Team.
8	Mr. Sinsuke KUBO, JICA Study Team.
9	Mr. Takanori Hayashida, JICA Study Team.
10	Mr. Koichi Arakawa, JICA Study Team
11	Mr. Shimpei Imada, JICA Study Team
12	Mr. Dipak Ghatak, Office Manager

C. Invitees

Sl. No.	Designation
1	Sri J Basu, Superintending Engineer, Bridge Planning Circle
2	Sri P.Chatterjee, Member Counter Part Team.
3	Sri P. Sengupta, Member Counter Part Team.
4	Sri R Bhattacharya, Member Counter Part Team.





सत्यमेव जयते

Government of West Bengal
Office of the Superintending Engineer
Bridge Planning Circle, P. W. (Roads) Directorate
Bhabani Bhaban, Alipore, Kolkata-700 027

Memo No: 516

Date: 14.07.2006

To
The Chief Engineer
Planning & Quality Assurance
P. W. (Roads) Directorate

Sub : Report of First Stakeholder meeting at Road & Building Research Institute (RBRI) auditorium at Pailan, near Joka on 11th & 12th July, 2006, in connection with Feasibility Study for the construction of Raichak-Kukrahati Bridge across river Hoogli.

Sir,

It may kindly be noted that the stakeholders of the abovementioned Study Area was invited in a meeting in order to collect their views on the proposed Raichak - Kukrahati Bridge through an advertisement in local newspapers. The Raichak side and Kukrahati side stakeholders were invited separately on 11th and 12th July, 2006 respectively.

As per schedule, the stakeholder meetings were conducted by the JICA Study Team jointly with the Counterpart Team of Government of West Bengal at the Road & Building Research Institute (RBRI) auditorium at Pailan, near Joka. The comments of individual stakeholders were recorded by circulating a comment sheet to each individual seeking their views on the said project.

A detailed record of proceedings of the meetings along with the copies of the comment sheets of the attendants are enclosed herewith in annexure - I & II, for your reference.

Thanking You,

Yours faithfully

— Sd —

Superintending Engineer
Bridge Planning Circle
P.W.(Roads) Directorate.

Enclosed: i) Annexure - I:
Proceedings of meeting, Day-1
ii) Annexure - II:
Proceedings of meeting, Day-2

Memo No. : 516(1)

Date : 14.07.2006

Copy forwarded to:

✓ The Team Leader, JICA Study Team (with a set of enclosure) (Kind Attn. Mr. S. Minato) : for your information.

J. Banerjee
Superintending Engineer
Bridge Planning Circle
P.W.(Roads) Directorate.

ANNEXURE: I

Proceedings of First Stake Holder Meeting: Day-1

Venue : Road & Building Research Institute auditorium at Pailan, Kolkata.

Date : 11th July, 2006.

The meeting was conducted by Mr. J. Basu, Superintending Engineer, Bridge Planning Circle, P. W. (Roads) Directorate.

A brief description of the proposed project and purpose of conducting Stakeholder meetings was described by the Executive Engineer, Bridge Planning Circle. Mr P. Sengupta.

Mr. S. Minato, member of JICA Study Team elaborated the salient features, objectives and different alternative alignments of the proposed project with the help of a power point presentation. After the presentation SE, BPC invited the gathering for making their comments about the proposed project. The comments of the stakeholders are as follows:

1. Sri Tathagata Roy, Professor of Construction Engineering, Jadavpur University (Salt Lake Campus), P-70, Lake Road, Kolkata – 700029. (Ph- 033 2466 2893, 98310 19236)

i) There should be adequate arrangement for simultaneous translation of the presentation made in English to Bengali for the sake of better communication with the actual stake-holders who are common people of study area .

ii) The river regime is quite unstable at the proposed location of the project. Large volume siltation and scouring has been observed within the river course. The Bridge option at the proposed location will invariably cause a number of piers in to the main course of the river, which may lead to larger instability of the river banks. A detailed hydraulic study is required to be carried out at this stage to envisage the probable behaviour of the river. The bridge option will require large amount of land acquisition causing disturbances in the socio-economic environment of the local inhabitants. A Tunnel option may be reviewed instead of bridge proposal.

2. Sri Santanu Ghosh, Gammon India Ltd., Veer Savarkar Marg, Prabhadevi, Mumbai – 400 025. Ph – 022 5661 4016, 5661 4101

The proposed bridge should not encroach greatly into the river course. Adequate clearance for navigational purpose should be kept.

It was asked whether the findings of the Study will be communicated to the local common people or not.

In response Mr. Minato from JICA Study Team stated that the communication with the local people will be made time to time by the Counterpart Team. The responses from the people will be collected in the subsequent Stakeholder Meetings. It was also assured by JICA that the minutes of the first Stakeholder meeting translated in Bengali will be distributed during the next Stakeholder meeting and the subsequent meetings will be carried out by the local consultant of JICA in local language.

3. Sri Rajyashree Chaudhuri, Indian Institute of Social Development, P-65, Lake View Road, Kolkata – 700 029. (E-mail: rajyashree_chaudhuri@yahoo.co.uk)

At this stage there is no scope of giving any opinion as there is very little information about the concerns of the stake-holders are available.

4. Sri Sujay Kumar Das, Vill – Ashapur (Raichak Mour), P.O. Maheswaree. P.S. Ramnagar, South 24 Parganas. (Ph – 03174 275327)

Deep concern regarding the nature of the river course was expressed in case of insertion of piers with in the main course of the river. It was also apprehended that in case of a bridge the draft of the river will decrease which will have adverse impact on the existing agricultural irrigation system of the locality.

It was also stated that past experience has shown that the local inhabitants had suffered greatly as they were paid very poor compensation by the Government during the acquisition of their lands during the construction of Falta Free Trade Zone. A number of people became jobless due to acquisition of cultivable land. Adequate job prospects have also not been developed. The Government should consider these matters at this very beginning stage of the project.

It was pointed out that this kind of public meeting should be held at local Panchayat, Block or Sub-division levels to facilitate the local people in expressing their respective views.

5. Sri Ansar Ali Sapuln, P.O. + Vill – Patra, Diamond Harbour, South 24 Parganas. (Ph – 94347 01179)

The project will cause overall betterment of the locality. However, the adverse effects on the society and environment need to be assessed properly and adequate counter-measures are to be sorted out before execution.

6. Sri Bimalendu Baidya, Prodhari, Nurpur Gram panchayat.

In support of the comments made earlier by Sri Sujay Kumar Das, it was suggested to incorporate the matters of resettlement and compensations in to the scope of the study to make the project more pro-people.

Study regarding the impacts on flood scenario of Medinipur district due to the proposed bridge should be made.

7. Sri Pradip Kumar Bhattacharva, President, I.I.R.D., 1, Gangadharbabu Lane, Kolkata – 700 012.

The proposed project was supported in view of easy connectivity between Haldia and Kolkata. However, the project should not affect the draft and navigability of the river. The alignment requiring least number of private land acquisitions should be finalized. The affected peoples should be adequately compensated. The unauthorized road side shops/business centers or other encroachments should be treated sympathetically.

8. Sri Sujit Kumar Ukil, M/s Shivam Technical Services Pvt. Ltd.

The organization is willing to participate in the technical sides of the project.

In reply of the views/concerns of the stakeholders, Sri P S Sengupta, Executive Engineer, Bridge Planning Circle stated that

1. Detailed Hydraulic Study involving model analysis will be done to assess the hydraulic impacts on the river and its regime in consultation with Kolkata Port Trust .KPT is likely to make consultation with CWPRS, Pune for mathematical modeling
2. The subsequent public meetings will be conducted in local language.
3. The subsequent meetings will be conducted after preliminary selection of the alignment, so that specific affected areas can be located and intimated to the stakeholders.

Mr. S. Minato from JICA Study Team asked the gathering about the individuals/organizations which may be adversely affected by siltation of the river.

In reply, Sri Tathagata Roy, Professor, Jadavpur University stated that the Kolkata Port Authority will suffer mainly due to siltation of the river. Since siltation is always associated with erosion of banks, local inhabitants residing at the banks of the river will be suffered. In case the salinity of the water increases, the local fisheries and agriculture depending on the river water will also be at a stake. It was also pointed out that due to the construction of the Farakka Barrage large scale erosion of banks in Malda district is occurring every year.

The Superintending Engineer, Bridge Planning Circle concluded the meeting with thanks to all participants

ANNEXURE: II

Proceedings of First Stake Holder Meeting: Day-2

Venue : Road & Building Research Institute auditorium at Pailan, Kolkata.

Date : 12th July, 2006.

The meeting was inaugurated by Mr. J. Basu, Superintending Engineer, Bridge Planning Circle, P. W. (Roads) Directorate.

A brief description of the proposed project and purpose of conducting Stakeholder meetings was described by the Executive Engineer, Bridge Planning Circle, Mr P.S Sengupta.

Mr. S. Minato, member of JICA Study Team elaborated the salient features, objectives and different alternative alignments of the proposed project with the help of a power point presentation. After the presentation SE, BPC invited the gathering for making their comments about the proposed project. The comments of the stakeholders are as follows:

1. **Swami Viswanathananda, Viveknagar, P.O. Chaitanvapur (Haldia), Dist; Purba Medinipur.**

The common people of the Kukrahati (Haldia) side are grossly dependant on the Kolkata city for many purposes. The time of travel between Haldia & Kolkata will be reduced in case of a connection between the two banks of the river, which will be immensely helpful to the people.

The project will also help in industrial and social development of the area. However, proper rehabilitation program for the project affected people needs to be formulated.

2. **Sri Sanjib Sarcar, Anukul Brick Manufacturing Co., Raichak**

Success of the project is wished. However Government must also take care for adequate rehabilitation of the affected entities for construction of the project

3. **Sri Rajyashree Chaudhuri, Indian Institute of Social Development.**

P-65, Lake View Road, Kolkata -- 700 029. (E-mail: rajyashree_choudhuri@yahoo.co.uk)

The effort taken by the JICA Study Team & the Counterpart Team, Govt of West Bengal in obtaining public views on the proposed project is appreciated.

It was also pointed out that large scale participation of the people would cause fewer hazards due to protests and better means to solve any impediment that may arise during execution phase.

4. **Sri Anup Chakraborty, Executive Engineer, Haldia Construction Division, PWD**

The project should be taken up in public interest. Any field level assistance is assured from his end.

The Superintending Engineer, Bridge Planning Circle concluded the meeting with thanks to all participants.