

Report of Social Impact Assessment *Study of*
Construction of ROB between Kuruppanthara and
Ettumanoor Railway Stations
LC No. 23
Kothanalloor Village of Vaikom Taluk of Kottayam
District
(52.84 Ares)

Final Report
Date: 03-10-2022

Requiring Agency
Kerala Rail Development Corporation Ltd.
(KRDCL)

By
KERALA VOLUNTARY HEALTH SERVICES
COLLECTORATE P.O.
MULLANKUZHY
KOTTAYAM - 686002
E-mail: keralavhs@yahoo.co.in
Web: www.keralavhs.org



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Abbreviations

APL	Above Poverty Line
BPL	Below Poverty Line
DLPC	District Level Purchasing Committee
LA	Land Acquisition
NGO	Non - Governmental Organisation
NTH	Non - Title Holder
MSW	Master of Social Work
PAP	Project Affected Person
PAF	Project Affected Family
TH	Title Holder
KRDCL	Kerala Rail Development Corporation Limited
SIA	Social Impact Assessment
SIMP	Social Impact Management Plan
RTFCTLARR Act	The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act



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CHAPTER 1

EXECUTIVE SUMMARY

1.1. Introduction – Project and Public purpose

Transportation systems are backbone for the development of any country. There are mainly three type of surface transport system. Road Transportation system and Railway transportation system and Water transportation system. When it is required to intersect the two Transportation systems or even same Transportation system it will cross either at the same level or at different level. The Bridges are constructed for intersecting two transport systems at different levels .The bridge is a structure constructed to span the obstacles, such as water body, valley, Railway, or Road. The purpose of a bridge is to provide passage over the obstacle. The bridge may be classified based on purpose, site condition, construction material, loading standard and spans. The bridges are classified according to crossing in following three types. River crossing(The Bridge across a water body), Viaduct (The Bridge across a deep valley which is without perennial water is called a viaduct) , Grade Separator(The Bridge built to cross another route of communication/ Transportation system passing at different level is called grade separator). When Railway and Road crossing at same level called Level crossing and when Railway and Road crossing at different level called grade separator. The grade separators are two types like over bridge or under bridge. The Railway and Roads are crossing at many locations by the means of Level crossing, Road under bridge or Road Over Bridge. The Road over bridge (ROB) are constructed where Road alignment crosses above the Railway alignment. ROB's are usually constructed where enough space is available for the approaches. The requirement of vertical clearance for Railway is more than Road section. Thus the more approach length is required in case of ROB. The vertical clearance requirement for Railway corridor are much higher.



The ROB are constructed above the Railway track and therefore all activities of ROB construction are executed above the Rail level except foundation. The restriction to the Railway movement is very less during construction of ROB. Usually, no speed restrictions are required during construction of ROB.

State High way 15 is passing through Kothanalloor Junction and the road access to west part of the Ettumanoor - Ernakulam road is connected to Kothanalloor by a Public Works road named Chamakkala road. The above Chamakkala Road crosses the Kottayam Ernakulam railway line at Kothanalloor. The Kothanalloor-Chamakkala road is one of the busiest PWD road in the state. At present sixteen trains are passing through the line daily and it may double after the proposed development in signaling and other safety improvements. The proposed project is one of the project approved by central and state government as part of the vision of Level Cross Free rail traffic in the state by 2022. The nearest airport is at Ernakulam and the nearest major railway station is at Kottayam.

1.2 Location

Kothanalloor is a small town situated in the Ettumanoor – Ernakulam state highway 15 and having history of religious harmony. The nearest major towns are Kaduthuruthi and Ettumanoor. Kothanalloor is a Christian-Hindu area. Kothanalloor connects to other parts of the state through Ettumanoor, Kuravilangadu and Thalayolaparampu towns. Nearest railway stations are Kaduthuruthi and Kuruppumthara. The area is located 30 Kilo meters from District Head Quarters and 80KM from Kochi International Airport. The project location is predominantly residential except the Kothanalloor town and state high way banks. The major agricultural pattern in the area are plantation and horticulture. The area is irrigated and having annual rain fall is 3000mm.



1.3 Size and Attributes of Land Acquisition

Land Acquisition Authority

The Special Tahsildar LA Unit, KRDCCL, Kottayam prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands. The Deputy Collector (LA), Kottayam is the supervising authority of the whole acquisition process.

Requisition Authority

Kerala Rail Development Corporation Limited (KRDCCL)

Kerala Rail Development Corporation Limited (KRDCCL) is a Joint Venture Company under the Government of Kerala and Ministry of Railways, Government of India set up for complementing Indian Railways in augmenting the Railway Infrastructure within the State of Kerala. K-Rail undertakes Project development works for an identified basket of Projects, which will inter-alia include surveys, preparation of Detailed Project Report (DPR) and getting requisite approvals, processing for sanctioning of identified Projects and implementation of the sanctioned Project.

Kerala Rail Development Corporation Limited is having Registered and Corporate office at Thiruvanthapuram and Regional Office at Ernakulam.

Details of project affected families

Eleven directly affected title holders are in the project. Out of it ten title holders are living in the area. Three title holders holding 65% of project land. All families are middle income and holding project land more than 20 years.



Details of the acquiring land

Kottayam - Ernakulam Railway line which is part of Thiruvanthapuram - Shornnur line under Southern Railway Palakkadu division is crossing one of the major Public Works Department Road named Kothanalloor-Chamakala road near to Kothanalloor Junction of Ettumanoor-Ernakulam State High Way (SH-15). This level cross is called Kothanallor level cross. The project area is defined as the area in and around the proposed project of new ROB for the existing Kothanalloor Level cross. The area is residential in nature even though commercial establishments are located in the area. The project area starts in Kothanalloor - Chamakkala road and ends in Ettumanoor-Ernakulam state high way and therefore both ends having commercial importance. Affected structures situated in the area are an extension shed of a commercial unit, Coconut warehouse of a residential house, two compound walls and a drinking water well of a residence. 90% of the project area is covered by rubber plantation. One all seasonal canal and a Panchayath road are going through the area.

Socio Economic and Cultural Profile

As mentioned above all project affected title holders are belongs to middle income families. Age distribution of Title Holders shows that 90% are above 50 years. Ten title holders are Christians and remaining one is a Hindu family. Monthly income shows that all are having income more than Rs.15,000/-. Size of family distribution says that all families are in the bracket of (2-4) nos. The literacy status shows that all are literate and ten are having education qualification above 10th standard.

1.4. Alternatives

No alternative to the proposed project except was suggested by project affected people or public except few request to shift the alignment to save their property.



1.5. Social Impact

The direct impact of the project is the loss of land of 11 title holders, partial loss of a non - permanent commercial structure, partial loss of a drinking water well and loss of a coconut where house. The indirect impact is the nearness of the project to few residential houses and affecting the access of few land and a residence. The nearness of the project impacted the peaceful living condition of the residence. More over measures should adopt to ensure the safety of the houses and prevent the chances of waste throwing by the passengers moving through the ROB. The affected access to land and residence also should resettle after the completion of the project. An all seasonal irrigation canal and a Panchayath road is also coming in the project area. Both should be resettled. The commercial establishments located near to the existing level cross may face business loss after the completion of the project. The distance of access of few houses in and around the existing level cross may stretch to five to six times by the project. But uninterrupted travel facilities may mitigate the impact.

1.6 Mitigation Measures

Sl.No.	Risk Assumed	Approach	Mitigation Strategy
1	Loss of part of land	Compensation	Compensate the loss.
2	Loss of part of Building	Compensation and Resettlement	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in Licensing and Panchayath Act etc.



3	Loss of structures	Compensation	Compensate the loss.
4	Loss of Part of structure	Compensation	Compensate the loss.
5	Formation of Bit-land (uneconomic holdings)	Control	Acquire the uneconomic holdings
6	Loss of cash crops	Compensation	Compensate the loss.
7	Loss of drinking water source.	Control	Compensate /Resettle
8	Loss of access to properties	Control	Prepare a resettlement plan in consultation with Project Affected Families.
9	Loss of access to sub roads	Control & resettle	Prepare a resettlement plan in consultation with Project Affected people.
10	Road/Bridge is very near to houses	Safety/Resettlement	Take necessary action for the safety of houses.
11	Loss water supply pipes	Resettle	Resettle
12	Loss of trees	Compensate & Control	Compensate lose and plant equal number of trees in government



			lands.
13	Involved in land acquisition process	Control	Ensure community participation in the whole process.
14	Grievance	Control	Functional grievance redressal committee at village and district level.

1.7. Detailed mitigation Plan

Sl.NO.	Potential Impact	Positive/Negative Likelihood	Magnitude	Pre-Mitigation Level of Impact	Post - Mitigation Level of Impact	Mitigation Measures
1	Loss of part of land	Negative	Possible	Maximum	Medium	Compensate the loss.
2	Loss of Part of Building	Negative	Possible	Maximum	Medium	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.



3	Loss of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
4	Loss of Part of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
5	Formation of Bit-land (uneconomic holdings)	Negative	Possible	Moderate	Medium	Low	Acquire the uneconomic holdings
6	Loss of Cash crops	Negative	Possible	Low	Minimum	Low	Compensate the loss.
7	Loss of Drinking water sources	Negative	Possible	Low	Minimum	Low	Resettle
8	Loss of access to properties	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families.
9	Loss of access to sub roads	Negative	Possible	Moderate	Medium	Medium	Prepare a resettlement plan in consultation with Project Affected people.



10	Road is very near to houses	Negative	Possible	Moderate	Medium	Low	Take necessary action for the safety of houses.
11	Loss of Water supply pipes	Negative	Possible	Low	Minimum	Low	Resettle
12	Loss of trees	Negative	Possible	Minimum	Minimum	Low	Compensate lose and plant equal number of trees in government lands.
13	Involved in land acquisition process	Positive	Possible	Minimum	Minimum	Low	Ensure community participation in the whole process.
14	Grievance	Positive	Possible	Minimum	Minimum	Low	Functional grievance redressal committee at village and district level.

1.8. Assessment of Social Impacts at different Phases of Project

Since there is no residence and commercial structure displaced or permanently affected the impact of the project may termed as very minimum. But the nearness of the project to a few residential houses and affecting the access of few lands and a residence may consider as anticipating impact. The nearness of the project impacted the peaceful living condition of the residence. More over measures should adopt to ensure the safety of the houses and prevent the chances of waste throwing by the passengers moving through the ROB. The affected access to land and residence also should resettle after the completion of the project. An all seasonal



irrigation canal and a Panchayath road is also coming in the project area. Both of it should be resettled. The commercial establishments located near to the existing level cross may face business loss after the completion of the project. The distance of access of few houses in and around the existing level cross may stretch to five to six times by the project. But uninterrupted travel facilities may mitigate the impact.

Few project affected title holders are having a grievance that the alignment was developed with influence and political pressure. In response to this during the public hearing requisition agency representative explained the technical fact behind the alignment. But few of the project affected people still fear about a change in the present alignment. Strengthen the rapport with the people and people's representatives may avoid misinformation.

Few title holders are requested total acquisition of their land to avoid the formation of the un-used bit land. An early response to the issue may mitigate the impact.

The project will support the overall development of the area. The uninterrupted traffic will increase the vehicle traffic and it will help the socio-economic development of the area.

No alternative to the proposed project except was suggested by project affected people or public except few request to shift the alignment to save their property.

The above facts shows that the public importance of the project is much higher than the social Impact identified and it could be mitigated by satisfactory compensation and resettlement measures.

By considering the public importance the Government treated the Project as an important infrastructure development and initiated action to frame the project as public purpose under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013) Section 2 (i)(b)(iii). It is in this base, Government of Kerala notified to initiate



acquisition procedure. The SIA study reiterated the public importance of the project and its ability to address the social impact.

Therefore, the project has to be implemented.



CHAPTER 2

DETAILED PROJECT DESCRIPTION

2.1 Background of the project, including developer's background and governance/ management structure.

Smooth and safe road traffic is an indicator of a nation's sustainable development. Traffic congestion and blocks are considered as one of the major causes of slow economic growth of nations. This is also termed as a potential cause of road accidents. When a flow of traffic is facing hurdles or demand for space greater than the available road capacity leads to Traffic block or Congestion. There are a number of specific circumstances which cause or aggravate blocks. Stopping of vehicles for train traffic is one of the major causes of traffic block in India. Approximately 10-15 minutes are losing due to traffic blocks due to stoppage of vehicles in railway crossings. This is wasting time of motorists and passengers and delayed arrival. Inability to forecast travel time accurately, leading to drivers allocating more time. For compensating the time lose drivers compelled for fast driving which leads to accidents. In India it was calculated that an average 100 million-man days are losing every year due to traffic blocks in railway crossings. Wastage of fuel due to increased idling, acceleration and braking increasing air pollution and emissions. All these lead to heavy economic lose and public health issues. Constructing over bridges or by passes is the best solution for traffic blocks due to railway crossing. Construction of by passes are time consuming and more land to be acquired and many a time the purpose is not meet successfully. Change is the law of nature and essential for living beings. Society also must change. The planned change called development. Development therefore encompasses many positive and negative results. Moreover, due to development projects people often have to leave their homes and sometimes people are forced to change their area of operation as well. These



interventions may lead to need for rehabilitation and resettlement of the people which further leads to new challenges. As a result, there has always been a need to understand the adverse impacts of development projects in order to minimize the negative outfalls of any project.

State High way 15 is passing through Kothanalloor Junction and the road access to west part of the Ettumanoor-Ernakulam road is connected to Kothanalloor by a Public Works road named Chamakkala road. The above Chamakkala Road crosses the Kottayam Ernakulam railway line at Kothanalloor. The Kothanalloor - Chamakkala road is one of the busiest PWD road in the state. At present sixteen trains are passing through the line daily and it may double after the proposed development in signaling and other safety improvements. The proposed project is one of the project approved by central and state government as part of the vision of Level Cross Free rail traffic in the state by 2022. The nearest airport is at Ernakulam and the nearest major railway station is at Kottayam.

The above circumstances Government priorities the construction of Kothanelloor ROB as important infrastructure development project and notified it for land acquisition under the LARRA Act 2013 and entrusted Kerala Voluntary Health Services for conducting Social Impact Assessment study. This report is prepared in this circumstances.

2.1.1. Requisition Authority

2.1.1. (a). Kerala Rail Development Corporation Limited (KRDCL)

Kerala Rail Development Corporation Limited (KRDCL) is a Joint Venture Company under the Government of Kerala and Ministry of Railways, Government of India set up for complementing Indian Railways in augmenting the Railway Infrastructure within the State of Kerala. K-Rail undertakes Project development works for an identified basket of Projects, which will inter-alia include surveys, preparation of Detailed Project Report (DPR) and getting requisite



approvals, processing for sanctioning of identified Projects and implementation of the sanctioned Project.

Kerala Rail Development Corporation Limited is having Registered and Corporate office at Thiruvanthapuram and Regional Office at Ernakulam.

2.1.2. Land Acquisition Authority

The Special Tahsildar LA Unit, KRDCCL, Kottayam prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands. The Deputy Collector (LA), Kottayam is the supervising authority of the whole acquisition process.

2.2. Rationale for project including how the project fits the public purpose criteria listed in the Act.

Approximate calculation shows that near about 100-150 manpower time lost every day due to the blockage in level cross. Fuel wastage environmental pollution, delay reaching to destination, breaking of medical emergency travel etc. are the other consequences of this blockage. So, railway over bridge in Railway level cross between Kuruppunthara and Ettumanoor Railway Stations is the possible solution to all the above issues.

The project is treated as framed for a public purpose under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013) Section 2 (i)(b)(iii). It is in this base, Government of Kerala notified to initiate acquisition procedure. Considering the public importance and interest the project is an inevitable need.



2.3 Details of project size, location, capacity, outputs, production targets, cost, and risks.

Sl.No.	Risk Assumed	Approximate Quantity
1.	Loss of part of land	11
2.	Loss of Residential House	0
3.	Loss of residential Houses(Rented)	0
4	Loss of Building	0
5.	Loss of part of Buildings	1
6	Loss of Structures	4
7	Loss of access to sub roads	1
8	Loss of trees	150-200

2.3.1. Project Location

Kothanalloor is a small town situated in the Ettumanoor - Ernakulam state highway 15 and having history of religious harmony. The nearest major towns are Kaduthuruthi and Ettumanoor. Kothanalloor is a Christian-Hindu area. Kothanallor connects to other parts of the state through Ettumanoor, Kuravilangadu and Thalayolaparampu towns. Nearest railway stations are Kaduthuruthi and Kuruppumthara. The area is located 30 Kilo meters from District Head Quarters and 80KM from Kochi International Airport. The project location is predominantly residential except the Kothanalloor town and state high way banks. The major agricultural pattern in the area are plantation and horticulture. The area is irrigated and having annual rain fall is 3000mm.



2.4. Phase of project construction

Process of Land Acquisition started, boundary stones were fixed.

2.5. Core design features and size and types of facilities.

Not Applicable

2.6. Need for ancillary infrastructural facilities.

Not Applicable

2.7. Work force requirements (temporary and permanent).

Not Applicable

2.8. Details of Social Impact Assessment / Environment Impact Assessment if already conducted and any technical feasibility reports.

Not Applicable

2.9. Applicable law and policies.

Sl.No.	Laws & Policies	Area of Application
1	The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013.	Mitigation of Impact
2	Land Acquisition Act 1893, Land Acquisition Act (Kerala) Rules 1990, Kerala Land acquisition Act 1961, Kerala Land Acquisition Act rules	Land acquisition
3	Kerala Shops and Establishment Act	



CHAPTER 3 STUDY APPROACH AND METHODOLOGY

3.1 Background

As per the Notification No. DCKTM/2820/G4 Dated,15/07/2022 and Kerala Gazette Notification No.2384 dated 18/07/2022. Government of Kerala has selected Kerala Voluntary Health Service as the SIA Unit to study the Social Impact Assessment on the land acquisition for the construction of ROB in lieu of Railway LC No.23 between Kuruppanthara and Ettumanoor Railway Stations of Kothanalloor Village of Vaikkom Taluk of Kottayam District.

3.2. Social Impact Assessment Team - Profile of Team Members

Sl. No	Name & Address	Designation in the SIA Team	Profile
1	Saju V. Itty	Team Leader	29 years experiences in social work, social survey including R&R experience in KSTP & Tsunami Rehabilitation. Conducted social research study on health child rights and rehabilitation & resettlement. Conducted SIA study for five sub projects of Kannur International Airport and Kanjirappally Bypass etc.
2	Rakesh R Nair	R & R Specialist & Social	13 years experiences in social work including social research, R & R activities and



		Investigator	community mobilization.
3	Smitha R	R & R Specialist & Social Investigator	20 years experiences in social work including social research, R & R activities and community mobilization.
4	M.Ibrahimkutty	Sociologist	Rtd. Joint Director, Social Welfare Board.35 years of experience in social work.
4	Sheeba Johnson	Data Analyzer & Data entry	27 years experiences in social work and data entry operation.
5	N.Vijayakumara Pilla	L.A. Consultant	Rtd. Revenue Inspector
6	O.C.Chandi	L.A. Consultant	Rtd. Village Officer

3.3. Study Approach

The land which proposed to be acquired for the project is 52.84 Are. Stake holder analysis was conducted and find out key stake holders and their interest and involvement in the proposed acquisition process. After the secondary data collection Social Impact Assessment Unit developed a questionnaire for social survey and send to all Tittle Holders and collected opinion. Apart from this SIA team has conducted discussion and consultation with Local Body Representatives and local public and recorded their suggestions and opinion. Special Case studies were prepared for selected cases. The study also used transit walk and observation visit to crosscheck the suggestions and grievance which were recorded.



3.4. Methodology & Tools

The study team reviewed the relevant and available documents in the office of the Special Tahsildar LA Unit, KRDCCL, Kottayam. SIA unit had also examined the records and documents and made a site visit along with the land revenue officials for area identification and information dissemination. SIA team had also conducted a one to one discussion and consultation with all Tittle Holder. Although SIA team had collected details by using pre prepared questionnaire. SIA team also had discussion and consultation with Member of Parliament, Member of Legislative Assembly, Local Body Representatives and local public. Special Case studies were prepared for selected cases. The study Team also used transit walk and observation tools to crosscheck the Suggestions and grievance which were recorded.

3.5. Sources of data collected

- a) Deputy Collector LA, Kottayam
- b) Office of the Special Tahsildar LA Unit, KRDCCL, Kottayam
- c) Taluk Office- Vaikom
- d) Village Office – Kothanalloor
- e) Panchayath Office - Manjoor
- f) Kerala Rail Development Corporation Limited
- g) Project Affected Families and Tittle Holders.
- h) Local Body Leaders

3.6. Process and Schedule of Activities

- 18-07-2022 – Government of Kerala entrusted Kerala Voluntary Health Services to conduct the SIA study
- 01-08-2022 to 03-08-200- Secondary Data Collection.



- 02-08-2022 to 03-08-2022- Mapping of Stake Holders
- 03-08-2022 to 04-08-2022- Social Survey for Social Impact Assessment Study.
- 05-08-2022- Transit Walk, Observational Study and Case Studies
- 19-08-2022- Draft Report Submission.
- 17-09-2022 - Public Hearing
- 03-10-2022- Final Report

3.7. Points Raised during Individual and Group Discussion with Tittle Holders

- 1) The proposed alignment will be reexamined and if possible, shifted to the existing road.
- 2) Time bound acquisition process will mitigate the impact.
- 3) The compensation of the land will be fixed in consultation with PAPs.
- 4) Alignment and levels details will be published and clarify the doubts of the PAPs before the acquisition process.
- 5) The present level of Access to be resettled during and after the implementation of the project.
- 6) Reasonable compensation will provide for land, property and business loss.
- 7) Regular information will provide on progress of acquisition.
- 8) Rehabilitation and Resettlement process will be well informed and ensure community participation and consultation.

3.8. Public Hearing - On 17-09-2022 on 11.30 AM at the house premises of Mr. George K V Kannettumyalil.

Section 5 of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, of 2013 envisages that whenever a SIA study is required to be prepared the Government shall ensure that a Public Hearing is held at the



affected area to ascertain the views of the affected families to be recorded and included in the SIA Report. Rule 14 of the Rules, 2015, have prescribed detailed procedure for the conduct of the public hearing.

SIA Unit took special care to inform the affected people in the area about Public Hearing by taking various steps like Notification for conducting public hearing as per Form 5 Rule 14 (1) of the RTFCTLARR Act, 2013. The notification was published in two Malayalam News Papers Janayugam and Mangalam. A notice has been served directly for informing about the public hearing. In continuation of this all project affected title holders contacted through phone calls and SMS. The copy of notice was served to Grama Panchayat Office, Ward Members, Village Office, Deputy Collector (LA) and Special Tahsildar LA, KRDCCL Kottayam. Adequate copies of the SIA draft report and summaries were made available on the day of the public hearing. The major highlights of the study were presented in local language by Chairman, SIA Unit.

Sri. Thomas Chazhikkadan MP, Sri. Mons Joseph MLA, Smt. Komalavally Raveendran, President, Manjoor Grama Panchayath, Sri. Biju Sebastian, Vice President, Manjoor Grama Panchayath, Sri. Binoy Immanuel, Ward Member, Smt. Manju Anil, Ward Member, Sri. Biju Mattappally, General Secretary, K.C.(M), Sri. Sebastian Joseph K, Special Tahsildar LA, KRDCCL, Kottayam, Smt. Geetha P Nair, Valuation Assistant, KRDCCL, Kottayam, Sri. Narayanan Kutty P B, Revenue Inspector, KRDCCL, Kottayam, Sri. Sreenaths S V, Section Engineer, KRDCCL, Sri. Shiffin Rasheed, KRDCCL and Project affected land owners were attended the meeting.



SL. No.	Points Raised	Remarks
1	<p>Sri. Joshy KV, Kannettumyalil - The draft report says that there was no alternative plan suggested by anyone. But Mr. Joshy told he have evidence that the first the first plan of the ROB was changed for protecting a commercial unit. He claimed that the first plan which was submitted to Panchayath has less acquisition than the present one. The circumstances or reason for the dropping of the first plan should be explained. He demanded to acquire the bit land formed after the project acquisition.</p>	<p>KRDCL representative Sri. Sreenaths SV, Section Engineer, who attended the public hearing, told that Mr. Joshy KV was misunderstand the procedure of alignment finalization. He clarified that the first plan submitted to the Panchayath was a first draft and after getting suggestions and feedback from local body, final alignment would be prepared. He also claimed that an intensive field study was conducted for finalize the alignment. The final alignment has scope to resettle all affected access.</p>
2	<p>Sri. George KV, Kannettumyalil - The building I am using as coconut where house is totally affected by the project. The boundary stone is placed in my private road, so the vehicle traffic is difficult. Do not change the current alignment of the proposed project. As per the proposed project a road access is near to my house. It should be maintained. My land and my relatives land become two parts. The bit land should acquire.</p>	
3	<p>Sri. Mons Joseph MLA - This is a public interested project and would</p>	



	give all support. He demanded time bound acquisition and construction of the project. The grievance of the people should be addressed.	
4	Sri. Thomas Chazhikkadan MP - The grievance of the project affected families would be addressed. As a people's representative he offer all support to the project.	
5	Smt. Komalavally Raveendran, President Manjoor Grama Panchayath - Panchayath will give all support. Panchayath is not having any role in project development.	
6	Sri. Biju Sebastian, Vice President, Manjoor Grama Panchayath - The concerns of the project affected people would be addressed.	



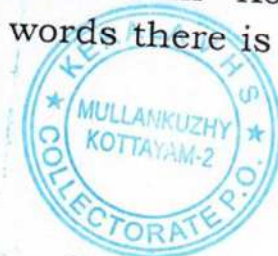
CHAPTER 4 LAND ASSESSMENT

4.1 Description of the land

Kottayam-Ernakulam Railway line which is part of Thiruvanthapuram-Shornnur line under Southern Railway Palakkadu division is crossing one of the major Public Works Department Road named Kothanalloor-Chamakala road near to Kothanalloor Junction of Ettumanoor-Ernakulam State High Way (SH-15). This level cross is called Kothanallor level cross. The project area is defined as the area in and around the proposed project of new ROB for the existing Kothanalloor Level cross. The area is residential in nature even though commercial establishments are located in the area. The project area starts in Kothanalloor - Chamakala road and ends in Ettumanoor-Ernakulam state high way and therefore both ends having commercial importance. Affected structures situated in the area are an extension shed of a commercial unit, Coconut warehouse of a residential house, two compound walls and a drinking water well of a residence. 90% of the project area is covered by rubber plantation. One all seasonal canal and a Panchayath road are going through the area.

4.2. Entire area of impact under the influence of the project.

The Kothanalloor junction will be expanded towards Eranakulam side and make Kothanalloor as a commercial and industrial hub. Seamless traffic will make the Kothanallor-Chamakala road a more important road and that makes the both sides of the road more residential and commercial importance. But the persons doing business in the Kothanalloor junction especially between the Kothanalloor junction and Level cross are likely to face short term business loss. But with proper planning the shop owners will mitigate the impact before the completion of the project. The place where the railway over bridge connect the Eranakulam- Kottayam road is likely to develops a junction. In other words there is a need



to study how having two junctions on the busy Kottayam-Ernakulam road with difference of 100 meters will affect the road safety.

The project is very helpful to the socio- cultural and economic development of the area. The project is a solution to the traffic jam created on the Kottayam- Ernakulam road by the queue of vehicles stretching towards the Kottayam – Ernakulam road when the level cross is closed. Speeding up of vehicles to make up for the time lost through such traffic jams has been identified as one of the reasons for road accidents on the Kottayam – Ernakulam route. This also consider the projects public interest.

4.3. Total land requirement for the project.

The total land acquiring for the project is 52.84Ares. Eleven holdings will expect to be affected.

4.4. Present use of any public utilized land in the vicinity of the project area.

Land owned by Indian Railway, part of Panchayath road and a Canal were affected by the project.

4.5. Land (if any) already purchased alienated, leased or acquired and the intended use for each plot or land required for the project.

Not Applicable

4.6. Quantity and location of land proposed to be acquired by the project.

The total land acquiring for the project is 52.84 ares. Kottayam-Ernakulam Railway line which is part of Thiruvanthapuram-Shornnur line under Southern Railway Palakkadu division is crossing one of the major Public Works Department Road named Kothanalloor - Chamakkala road near to Kothanalloor Junction of



Ettumanoor - Ernakulam State High Way (SH-15). This level cross is called Kothanallor level cross. The project area is defined as the area in and around the proposed project of new ROB for the existing Kothanallor Level cross. The area is residential in nature even though commercial establishments are located in the area. The project area starts in Kothanallor - Chamakkala road and ends in Ettumanoor - Ernakulam state high way and therefore both ends having commercial importance. Affected structures situated in the area are an extension shed of a commercial unit, Coconut warehouse of a residential house, two compound walls and a drinking water well of a residence. Ninety percent of the project area is covered by rubber plantation. One all seasonal canal and a Panchayath road are going through the area.

4.7. Nature, present use and classification of land and if agricultural land, irrigation coverage and cropping patterns

Sl.NO.	Nature of land	Present Use of Land	Irrigated / Non irrigated	Cropping Pattern	No. of Holdings
1.	Dry	Commercial	Irrigated	NA	3
2.	Dry	Residential	Irrigated	NA	8
3.	Dry	Government/ Cultural/Religious Property	Irrigated	NA	0
	Total				11



4.8 Size of holding ownership pattern land distribution and number of residential houses.

Land holding size in the project area is in the state average. The following figure shows the pattern of holding.

Size of Holdings	No. of Holdings
10 cents \leq	0
10- 20 cents	1
20 - 30	2
Above 30 cent	8
Total	11

4.9 Land prices and recent changes in ownership, transfer and use of lands over the last 3 years.

Not Applicable.



Chapter 5

Estimation and Enumeration of affected family and assets

5.1 Families which are directly affected.

Eleven directly affected title holders are in the project. Out of it ten title holders are living in the area. Three title holders holding 65% of project land. All families are middle income and holding project land more than 20 years.

5.2 Families which are indirectly affected by the project.

Land owners who are near to the existing private road having access from the over bridge side should be provide with the access from the project road. Many families living on both sides of the Eranakulam – Kottayam road are religious wise, family wise and ritual wise connected to each other. The project will help to strengthen this relation. The project will also help to provide timely services to all the beneficiaries of educational and health institutions located on both sides of the Kottayam – Ernakulam road.

5.3. Inventory of productive assets and no significant lands.

All affected land holdings under the project is productive and significant.



Chapter 6

SOCIO ECONOMIC AND CULTURAL PROFILE

6.1. Demographic Details

The Socio-Cultural and Economic details shows that all project affected title holders are belongs to middle income families. Age distribution of Title Holders shows that 90% are above 50 years. Ten title holders are Christians and remaining one is a Hindu family. Monthly income shows that all are having income more than Rs.15,000/-. Size of family distribution says that all families are in the bracket of (2-4) nos. The literacy status shows that all are literate and ten are having education qualification above 10th standard.

6.2. Gender wise distribution of Land Holders

Age of THs	No of THs
Male	2
Female	9
Total	11

6.3. Age wise distribution of Land Holders

Age of THs	No of THs
20-30	0
31-40	0
41 - 50	2
51 - 60	4
Above 60	5
Total	11



6.4. Family size of Land Holders

Family Size of THs	No of Families
2-3	0
4-5	7
6-7	3
Above 7	1
Total	11

6.5. Educational Qualification of Land Holders

Educational Qualification	No of THs
Below SSLC	0
SSLC	2
PDC	3
DEGREE	2
PG	1
Technical	1
Others	2
Total	11

6.6. Religious Distribution of Land Holders

Religion of THs	No. of THs
Hindu	1
Muslim	0
Christian	10
Total	11



6.7. Economic Distribution of Land Holders

Economic Status of THs	No. of THs
APL	11
BPL	0
Total	11

6.8. Occupational Distribution Land Holders

Major Occupation of THs	No of THs
Agricultural	4
Business	2
Govt. Job	2
Private Job	1
Others	2
Total	11

6.9. Income distribution of THs

Monthly Income of THs	No of THs
Below 10000	0
10000-20000	1
20000-30000	2
30000-40000	4
40000-50000	3
Above 50000	1
Total	11

6.10. Socio Economic Profile of Project Affected Family Members.

6.10.1. Age wise distribution of PAF Members

Age of PAF Members	No of PAF Members
<10	7
11-20	9



21-30	9
31-40	7
41 - 50	11
51 - 60	7
61 - 70	8
Above 70	5
Total	63

6.1.2. Educational Qualification of PAF Members

Educational Qualification	No of PAF Members
Below 10 th	10
10 th	13
+2	8
Degree	14
PG	7
Professional	5
Other	6
Total	63



CHAPTER 7

SOCIAL IMPACT MANAGEMENT PLAN

The direct impact of the project is the loss of land of 11 title holders, partial loss of a non - permanent commercial structure, partial loss of a drinking water well and loss of a coconut where house. The indirect impact is the nearness of the project to few residential houses and affecting the access of few land and a residence. The nearness of the project impacted the peaceful living condition of the residence. More over measures should adopt to ensure the safety of the houses and prevent the chances of waste throwing by the passengers moving through the ROB. The affected access to land and residence also should resettle after the completion of the project. An all seasonal irrigation canal and a Panchayath road is also coming in the project area. Both should be resettled. The commercial establishments located near to the existing level cross may face business loss after the completion of the project. The distance of access of few houses in and around the existing level cross may stretch to five to six times by the project. But uninterrupted travel facilities may mitigate the impact.

7.1. Approach to Mitigation/ Measures to avoid, mitigate and compensate impact

Sl.No.	Risk Assumed	Approach	Mitigation Strategy
1	Loss of part of land	Compensation	Compensate the loss.
2	Loss of part of Building	Compensation and Resettlement	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in Licensing and Panchayath Act etc.
3	Loss of structures	Compensation	Compensate the loss.



4	Loss of Part of structure	Compensation	Compensate the loss.
5	Formation of Bit-land (uneconomic holdings)	Control	Acquire the uneconomic holdings
6	Loss of cash crops	Compensation	Compensate the loss.
7	Loss of drinking water source.	Control	Compensate /Resettle
8	Loss of access to properties	Control	Prepare a resettlement plan in consultation with Project Affected Families.
9	Loss of access to sub roads	Control & resettle	Prepare a resettlement plan in consultation with Project Affected people.
10	Road/Bridge is very near to houses	Safety/Resettlement	Take necessary action for the safety of houses.
11	Loss water supply pipes	Resettle	Resettle
12	Loss of trees	Compensate & Control	Compensate lose and plant equal number of trees in government lands.
13	Involved in land acquisition process	Control	Ensure community participation in the whole process.
14	Grievance	Control	Functional grievance redressal committee at village and district level.



7.3 Measures those are included in the terms of Rehabilitation and Resettlement

Not Applicable

7.4 Measures that the Requiring Body has stated it will introduce in the Project Proposal

Not Applicable

7.5 Alterations to project design and additional measures that may be required to address the extent and intensity of impacts across various groups as identified during the Social Impact Assessment Process.

Not Applicable

7.6 Detailed Mitigation Plan

Sl.NO.	Potential Impact	Positive/ Negative	Likely hood	Magnitude	Pre-Mitigation Level of Impact	Post - Mitigation Level of Impact	Mitigation Measures
1	Loss of part land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.



2	Loss of Part of Building	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
3	Loss of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
4	Loss of Part of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
5	Formation of Bit-land (uneconomic holdings)	Negative	Possible	Moderate	Medium	Low	Acquire the uneconomic holdings
6	Loss of Cash crops	Negative	Possible	Low	Minimum	Low	Compensate the loss.
7	Loss of Drinking water sources	Negative	Possible	Low	Minimum	Low	Resettle
8	Loss of access to properties	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families.



9	Loss of access to sub roads	Negative	Possible	Moderate	Medium	Medium	Prepare a resettlement plan in consultation with Project Affected people.
10	Road is very near to houses	Negative	Possible	Moderate	Medium	Low	Take necessary action for the safety of houses.
11	Loss of Water supply pipes	Negative	Possible	Low	Minimum	Low	Resettle
12	Loss of trees	Negative	Possible	Minimum	Minimum	Low	Compensate lose and plant equal number of trees in government lands.
13	Involved in land acquisition process	Positive	Possible	Minimum	Minimum	Low	Ensure community participation in the whole process.
14	Grievance	Positive	Possible	Minimum	Minimum	Low	Functional grievance redressal committee at village and district level.



CHAPTER 8
SOCIAL IMPACT MANAGEMENT PLAN AND INSTITUTIONAL
FRAMEWORK

8.1- Institutional structure for key personal

Key persons responsible for mitigation	Role in mitigation
District Collector	Compensation & Grievance redress
Deputy Collector (L.A)	Compensation
Special Tahsildar	Compensation
Railway Divisional Manager	Maintain the level cross after the construction of ROB.
District Forest Officer	Compensation measurement for trees
Requisition Authority	Resettlement of access and structure valuation



CHAPTER 9
SOCIAL IMPACT MANAGEMENT BUDGET AND FINANCING OF
MITIGATION

9.1 Costs of all resettlement and rehabilitation costs

Not Applicable

9.2 Annual budget and plan of action

Not Applicable

9.3 Funding sources with breakup

Not Applicable



CHAPTER 10
SOCIAL IMPACT MANAGEMENT PLAN MONITORING AND
EVALUATING

10.1. Key Monitory and Evaluating Indicators

- Participation of TH in DLPC meeting
- Number of direct purchases happened.
- Methodology of fixing compensation
- Formation of Grievance Redressal Committee
- Time span of completion of Land Acquisition.

10.2. Reporting mechanisms and monitoring roles

Not Applicable

10.3. Plan of Independent Evaluation

Not Applicable



CHAPTER 11

ANALYSIS OF COSTS AND BENEFITS AND RECOMMENDATION ON ACQUISITION

Since there is no residence and commercial structure displaced or permanently affected the impact of the project may termed as very minimum. But the nearness of the project to a few residential houses and affecting the access of few lands and a residence may consider as anticipating impact. The nearness of the project impacted the peaceful living condition of the residence. More over measures should adopt to ensure the safety of the houses and prevent the chances of waste throwing by the passengers moving through the ROB. The affected access to land and residence also should resettle after the completion of the project. An all seasonal irrigation canal and a Panchayath road is also coming in the project area. Both of it should be resettled. The commercial establishments located near to the existing level cross may face business loss after the completion of the project. The distance of access of few houses in and around the existing level cross may stretch to five to six times by the project. But uninterrupted travel facilities may mitigate the impact.

Few project affected title holders are having a grievance that the alignment was developed with influence and political pressure. In response to this during the public hearing requisition agency representative explained the technical fact behind the alignment. But few of the project affected people still fear about a change in the present alignment. Strengthen the rapport with the people and people's representatives may avoid misinformation.

Few title holders are requested total acquisition of their land to avoid the formation of the un-used bit land. An early response to the issue may mitigate the impact.



The project will support the overall development of the area. The uninterrupted traffic will increase the vehicle traffic and it will help the socio-economic development of the area.

No alternative to the proposed project except was suggested by project affected people or public except few request to shift the alignment to save their property.

The above facts shows that the public importance of the project is much higher than the social Impact identified and it could be mitigated by satisfactory compensation and resettlement measures.

By considering the public importance the Government treated the Project as an important infrastructure development and initiated action to frame the project as public purpose under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013) Section 2 (i)(b)(iii). It is in this base, Government of Kerala notified to initiate acquisition procedure. The SIA study reiterated the public importance of the project and its ability to address the social impact.

Therefore, the project has to be implemented.



SAJU V ITTY
CHAIRMAN,
SIA UNIT

Annexures

1. List of PAFs.
2. Photographs – Field Investigation
3. Newspaper Notification
4. Notice for Public hearing
5. Attendance Public Hearing
6. Gazette Notification regarding SIA study.



**കുറുപ്പന്തറ - ഏറ്റുമാനൂർ റെയ്ൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ
എൽ.സി. നം.23 റോഡ് ഓവർബ്രിഡ്ജ് നിർമ്മാണം
കോതനെല്ലൂർ വില്ലേജ് ,വൈക്കം താലൂക്ക്, കോട്ടയം ജില്ല**

പദ്ധതി ബാധിതന്റെ പേര് വിവരങ്ങൾ

ക്രമ നം.	സർവ്വേ /നമ്പർ	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ബാധിക്കപ്പെടുന്ന വസ്തുവിന്റെ വിവരണം
1	314/5-5	ജിസ്മി ജോർജ്ജ്, കണ്ണീറ്റുമുാലിൽ കോതനെല്ലൂർ പി.ഒ.		സ്ഥലം
2	314/5-7 314/5-1 314/5-3	ജോർജ്ജ് കെ.വി. കണ്ണീറ്റുമുാലിൽ കോതനെല്ലൂർ പി.ഒ.	9495394270	മതിൽ, പശുതൊഴുത്ത് സ്ഥലം, ഷെഡ്, മരങ്ങൾ, കിണർ
3	314/5-8	ജോഷി കെ.വി. കണ്ണീറ്റുമുാലിൽ കോതനെല്ലൂർ പി.ഒ.	9495751098	സ്ഥലം,
4	314/5-4	ജിജിമോൾ ജോർജ്ജ്, കണ്ണീറ്റുമുാലിൽ കോതനെല്ലൂർ പി.ഒ.	9495394270	സ്ഥലം
5	314/9	ജോണിഷ് ജോയ് കണ്ണീറ്റുമുാലിൽ കോതനെല്ലൂർ പി.ഒ.	9633358694	സ്ഥലം
6	314/4 327/2	എൻ.എം. തോമസ്, ഞാറക്കാട്ടിൽ, കോതനെല്ലൂർ പി.ഒ., വഴി. കാണക്കാരി	9497101984	സ്ഥലം, ഷെഡ്, മരങ്ങൾ,
7		രാഹുൽ ദേവ്, ഐശ്വര്യ ലക്ഷ്മി മുകുതിയാർ പ്രതിനിധി (ആർ ദേവരാജൻ, കൗസ്തുഭം, സനാതനപുരം, കളർകോട്, ആലപ്പുഴ -3	9400466453	സ്ഥലം
8	327/3	തോമസ് പി.റ്റി. (late) ഏലിക്കുട്ടി തോമസ് പിതൃരുത്തേൽ, കോതനെല്ലൂർ പി.ഒ.	9400538183	സ്ഥലം, മരങ്ങൾ,
9	432/2A, 432/3B,	മത്തായി ജോസഫ് ആലീസ് ജോസഫ് (late)	9497222578	സ്ഥലം, മരങ്ങൾ, താറാവ് കുട്



	432/1	ജിമ്മി ജോസഫ്, ഗ്രേഡ് സിക്യൂട്ടി ജോസഫ്, റോയ് ജോസഫ്, പ്രിൻസ് ജോസഫ്, പള്ളിക്കുപറമ്പിൽ, കോതനെല്ലൂർ പി.ഒ.		പട്ടികുട്
10		ജയിംസ് ജോർജ്ജ്, മാളിയേക്കൽ ഹൗസ്, നീണ്ടൂർ, കോട്ടയം - 686 601	9447956527	സ്ഥലം
11		തങ്കച്ചൻ ഇമ്മാനുവൽ കണ്ടനാട്ടിൽ ഹൗസ് കോതനെല്ലൂർ	8943253555 9544884622 9497087436	സ്ഥലം റബ്ബർതോട്ടം



PHOTOGRAPHS



03 ജനയുഗം 2022 ഓഗസ്റ്റ് 31 ബുധൻ

ഫാറ്റം 5 ചട്ടം 14 (1) വിജയാഹാരം തീയതി : 30/08/2022

ചുവടെ പട്ടികയിൽ വിവരിക്കുന്ന കോട്ടയം ജില്ലയിൽ വൈക്കം താലൂക്കിൽ, കോതനല്ലൂർ വില്ലേജിൽ ഉൾപ്പെടുന്ന ഭൂമി ഒരു ഹെക്റ്റർ ആവശ്യത്തിലധികമായി അതായത് കുറവുപറ്റുന്ന ഏറ്റുമാനൂർ റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ എൽ.സി. നം. 23, റോഡ് ഓവർബ്രിഡ്ജ് നിർമ്മിക്കുന്നതിന് ആവശ്യമുണ്ടെന്നോ, ആവശ്യമുണ്ടാകാമെന്നോ കേരള സർക്കാരിന് ബോധ്യപ്പെട്ടതിനാലും, ഭൂമി ഏറ്റെടുക്കലിൽ സുയമമായ നഷ്ടം പരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനർവിവസ്തീകരണവും, പുനസ്ഥാപനത്തിനുമുള്ള അവകാശ നിവാരണ 2013 ലെ (2013 ലെ 30-ാം കേന്ദ്ര ആക്ട്) 4-ാം വകുപ്പിന്റെ (1)-ാം ഉപവകുപ്പ് അനുസരിച്ച് കേരള ഗസറ്റ് തീയതി 2022, ജൂലൈ 18, നം.2384, വിജയാഹാരം നമ്പർ, സി.സി.കെ.റ്റി.എം. /2020/2020/ജി4 തീയതി, 2022, ജൂലൈ 15, അറിയിപ്പ് പ്രകാരം താഴെപ്പറയുന്ന പട്ടികയിൽ വിവരിക്കുന്ന പ്രദേശത്ത് ഒരു സാമൂഹിക ആഘോഷ പരമ്പരയായിത്തീർന്നിട്ടുള്ളതാണ്. അതുകൊണ്ട് ആകെ പരമ്പരയെക്കുറിച്ചും പ്രകാരം സാമൂഹിക പ്രത്യയലാഭ പാനിമെന്റർ തയ്യാറാക്കുന്നതിന് താഴെ പട്ടികയിൽ വിവരിക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപ്പര്യങ്ങളോ ഉള്ള താങ്കളോ, താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ആളുകളോ 2022-00 മാർച്ച് സെപ്റ്റംബർ 17-00 തീയതി, താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ശ്രീ. ജോർജ് കെ.വി.യുടെ ഭവനാങ്കണത്തിൽ വച്ച് നടത്തുന്ന പൊതു അഭിപ്രായ സ്വീകരണ യോഗത്തിൽ പങ്കെടുക്കണമെന്ന ഇതിനാൽ അറിയിക്കുന്നു.

ക്രമ. നം.	സർവ്വേ നം.	വിസ്തരണം വി.ആർ	പുതയിടം	പേര്
1	തോക്ക് നം. 35, 49, 314, 327, 432, 314/5-5, 314/5-7, 314/5-1, 314/5-3, 314/5-6, 314/5-4, 314/5, 314/4, 327/2, 327/3, 432/2A, 432/3A, 432/1	52.84	52.84	ജഗ്ദീഷ് ജോർജ്, ജോർജ് കെ.വി., ജോഷി കെ.വി., ജിജിമോൾ ജോർജ്, ജോണിഷ് ജോയ്, എൻ.എം. തോമസ്, തോമസ്, തോമസ് വി.റ്റി. (ഇം), ഏലിക്കുട്ടി തോമസ്, മത്തായി ജോസഫ്, ആലിസ് ജോസഫ് (ഇം), ജിമ്മി ജോസഫ്, മുരളിഗിട്ടു, ജോസഫ്, റോയ് ജോസഫ്, പ്രീതിസ് ജോസഫ്, രാഹുൽ ദേവ്, ഐശ്വര്യ ലക്ഷ്മി, ജയീസ് ജോർജ്ജ്
ആകെവിസ്തീർണ്ണം			52.84	പെയർമാൻ, സാമൂഹിക ആഘോഷ പാന യൂണിറ്റ്

സ്വീകർത്താവ്

നോട്ടീസ് / അറിയിപ്പ്

കോട്ടയം ജില്ലയിൽ വൈകം താലൂക്കിൽ, കോതനല്ലൂർ വില്ലേജിൽ ഉൾപ്പെടുന്ന ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് കുറുപ്പന്തറ - ഏറ്റുമാനൂർ റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ എൽ.സി. നം. 22, റോഡ് ഓവർ ബ്രിഡ്ജ് നിർമ്മിക്കുന്നതിന് ആവശ്യമുണ്ടെന്നോ, ആവശ്യമുണ്ടായേക്കാമെന്നോ കേരള സർക്കാരിന് ബോധ്യപ്പെട്ടതിനാലും, ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ട പരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും, പുനസ്ഥാപനത്തിനുമുള്ള അവകാശ നിയമം 2013 ലെ (2013 ലെ 30-ാം കേന്ദ്ര ആക്ട്) 4-ാം വകുപ്പിന്റെ (1)-ാം ഉപവകുപ്പ് അനുസരിച്ച് കേരളാ ഗസറ്റ് തീയതി 2022, ജൂലൈ 18, നം.2384, വിജ്ഞാപനം നമ്പർ.- ഡി.സി.കെ.റ്റി.എം. /2820/2020/ജി4 തീയതി, 2022, ജൂലൈ 15, അറിയിപ്പ് പ്രകാരം താഴെപ്പറയുന്ന പട്ടികയിൽ വിവരിക്കുന്ന പ്രദേശത്ത് ഒരു സാമൂഹിക ആഘാത പഠന വിലയിരുത്തൽ നടത്താൻ തീരുമാനിച്ചിട്ടുള്ളതാണ്. ആയതിനാൽ ആക്ടിൽ പരാമർശിക്കും പ്രകാരം സാമൂഹിക പ്രത്യാഘാത പഠന റിപ്പോർട്ട് തയ്യാറാക്കുന്നതിന്, ഏറ്റെടുക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപ്പര്യങ്ങളോ ഉള്ള താങ്കളോ, താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ആളുകളോ 2022-ാം മാണ്ട് സെപ്റ്റംബർ 17-ാം തീയതി, രാവിലെ 11.30 മണിക്ക്, കോതനല്ലൂർ, ശ്രീ.ജോർജ്ജ് കെ.വി. കണ്ണീറ്റുച്ചാലിന്റെ ഭവനാകണത്തിൽ വച്ച് നടത്തുന്ന പൊതു അഭിപ്രായ സ്വീകരണ യോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.



ചെയർമാൻ

സാമൂഹിക പ്രത്യാഘാത പഠന യൂണിറ്റ്

സ്ഥലം : കോട്ടയം
തീയതി : 01/09/2022




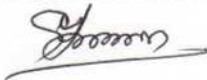
സാമൂഹിക പ്രത്യാഘാത പഠനം

കുറുപ്പന്മാർ - ഏറ്റുമാനൂർ റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലുള്ള
റെയിൽവേ മേൽപ്പാല നിർമ്മാണം (കോതനല്ലൂർ)
(എൽ.സി.നം. 23)

പൊതു അഭിപ്രായ സ്വീകരണം

സ്ഥലം : കോതനല്ലൂർ, ശ്രീ.ജോർജ്ജ് കെ.വി. കണ്ണീറ്റുച്ചാലിന്റെ ഭവനാകണം
സ്ഥലം തീയതി : 17/09/2022, സമയം 11.30 എ. എം.

ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
1	MONS JOSEPH MLA	9447306270	
2	THOMAS CHAZHIRAMAN MP	9447160678	
3	Komalavally Ravindran President. Manjool Gramapanchayat.	9446125851	<u>Komalavally</u>
4	ബിജു സെബാസ്ത്യാൻ മെമ്പർ നമ്പർ 9 കോതനല്ലൂർ റബ്ബർ ഗ്രാമപഞ്ചായത്ത്	9446578747	
5	Biju Mathappally - General Secretary KC (M)	944711421	
6	Biju Sebastian Vice-president manjool C.P.	9744071729	
7	Sebastian Joseph K. Spl. Tah LA KRDC.	9497088747	

9	Geetha. P. Nair Valuation Assistant KRDCL KSM	8606189629	
9	Narayanankutty P.B Revenue Inspector KRDCL KSM	9495395238	
10	Jimmy Joseph Pallikattampil Kottayam C.O.S	9497222578	
11	K.V. George Kannur CB Nagar	9495394274	
12	N.M. Thomas Njarakatti House	9497101984	
13	James George C/o Unba George Maliakal Neendoor	9495666537	
14	GERVASIS P.T Petturuthi Kothamallee P.O	9400538183	
15	Tomichan KE Kandanattu (Thankachan Kandanattu) Kothamallee	9497087436	
16	Jonish Joy Kannectumyali Kothamallee	9633358694	



കേരള ഗസറ്റ് KERALA GAZETTE

അസാധാരണം
EXTRAORDINARY

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്
PUBLISHED BY AUTHORITY

വാല്യം 11
Vol. XI

തിരുവനന്തപുരം,
തിങ്കൾ
Thiruvananthapuram,
Monday

2022 ജൂലൈ 18
18th July 2022

1197 കർക്കടകം 2
2nd Karkadakam 1197

1944 ആഷാഢം 27
27th Ashadha 1944

നമ്പർ
No.

2384

FORM No.4

[See rule 11(3)]

NOTIFICATION

DCKTM/2820/2020/G4

Dated: 15th July 2022

Whereas, it appears to the Government of Kerala that the land specified in the Schedule below is needed or likely to be needed for a public purpose to wit for the land acquisition for the construction of Road Over Bridge between Kuruppanthara and Ettumanoor stations in Kottayam District

AND WHEREAS, in exercise of powers conferred in sub-section(1) of section 4 of the Right To Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013(Central Act 30 of 2013) Government of Kerala have decided to conduct a Social Impact Assessment in the area specified in the schedule below.



NOW, THEREFORE, sanction is accorded to the District Level Social Impact Assessment Unit Kerala Voluntary Health Services, Mullankuzhy, Collectorate P.O, Kottayam to conduct a Social Impact Assessment study and to prepare a Social Impact Management Plan as provided in the Act. The process shall be completed within a period of one month not exceeding six months in any case.

SCHEDULE

District: Kottayam

Taluk: Vaikom

Serial No	Village	Block No	Resurvey/ Survey No	Discription	Extent (In Ares)
1	Kothanalloor	35	49, 314, 327	Land Acquisition for ROB Kothanalloor	52.84 (Approx.)

Sd/-
DISTRICT COLLECTOR, *Kottayam*



