

Social Impact Assessment *Study of*
Atlantis Railway Over Bridge (Phase II)

**Ernakulam and Elamkulam Villages of
Kanayannur Taluk of Ernakulam District
(0.5099 Hectares)**

Final Report

15th July 2021

Requisition Authority
**Roads and Bridges Development Corporation Ltd. Kerala
(RBDCK, Kerala)**

By
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COLLECTORATE P.O.
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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
RBDCK	Roads and Bridges Development Corporation Ltd. Kerala
TH	Title Holder
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 the backbone for the development of any country. There are mainly three types of surface transport systems ie 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 bridge is to provide passage over the obstacle. The bridge may be classified based on its 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. ROBs 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 of dedicated freight corridor (DFC) and double stack container (8 to



9 meter) are much higher than present Railway system. Due to increased approach length the construction of ROB is always a challenge. Looking into the construction feasibility ROB construction is easier than RUB. The ROB are constructed above the Railway track 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. The most of the activities such as launching of superstructure may be executed during the traffic.

Smooth and safe road traffic is an indicator of a nations' sustainable development. Traffic congestion and blocks are considered as one of the major causes of slow economic growth of the 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 the motorists and passengers and delayed their arrival. Inability to forecast travel time accurately, leading to drivers allocating more time. For compensating the time lose drivers are compelled for fast driving which leads to accidents. In India it is 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 will 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 bypasses is time consuming and more land to be acquired and many a time the purpose is not meet successfully.

The Atlantis Road is the fifth important roads which cross the Railway line between North Station to Wellington Island within the Cochin Municipal Corporation limit. This is one of the best by-



pass to Vyttila- Ernakulam South Road which is having heavy traffic during the day time. Wellington Island station is the major terminal station of Ernakulam North and South Stations of Indian Railway. The busy railway line Ernakulam-Thiruvanthapuram via Alapuzha is also going through this area. These railway lines are always busy with scheduled trains and shunting trains. The proposed project intended to construct a railway over bridge just parallel to the present Atlantis cross road as a bypass to important junctions like Vytilla, Kadavanthara, Panampally Nagar from old NH 47.

The Government of Kerala (GOK), through Roads and Bridges Development Corporation Kerala is now planning to construct an Over Bridge parallel to Atlantis Road aims to reduce the traffic block in Ernakulam city. The proposed project is estimated to benefit around 6000-7000 vehicles daily. The 22-meter width ROB with bell mouths will reduce the vehicle traffic in old NH 47, Panampilly Nagar Kadavanthara road and Panampilly Nagar-Champakkara road.

1.2 Location

The project location is defined for the study is 100 meters both sides of proposed Atlantis Railway Over Bridge in Elamkulam and Ernakulam villages of Kanayannur Thaluk of Ernakulam district. The Proposed Atlantis Railway Over Bridge is very near to Thevara Junction in old National Highway 47 and Kochin Shipyard. It is a residential area and having few institutions like a higher secondary School, Government Commercial Tax office, and Police station etc. The total population of the location is calculated as 1000-1500 in 200-250 houses. The project area is 0.25 km from Thevara Police Station Junction in old NH 47 and 3km from Ernakulam South junction. One end of the project is one of the important residential areas of the city and having several residential flats. Panampilly Nagar Cross road, Parambithara Service Road, Nobert Pavana Road, Koyithara canal road etc. are the major service roads in the area. As per the corporation records near about 5000- 6000 families are daily using these roads. Part of Koyithara canal is also coming in the COI of the project. All the land plots in the project area are existing as dry land, but in revenue records many lands remained as wetland. These land



conversions happened before the commencement of the project. The residents in the area told that the whole area will face the problem of water logging during monsoon. Government lands are also available in the area.

1.3 Size and Attributes of Land Acquisition

Land Acquisition Authority

Land acquisition Special Tahsildar (LA) office, Cochin Corporation, Vyttila prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands. List of Title holders are also prepared by the acquisition Authority. Deputy Collector (LA), Ernakulam is supervising the acquisition process for District Collector.

Details of project affected families

The social Impact Assessment Study identified twenty-four project affected families including ten non-Title holder (Residential) and One Non-Title Holder (Commercial), The study also identified Two Residential Flats managed by residents' societies', one Residential flat managed by a commercial establishment, one commercial title holder and a School owned by a charitable society. Out of the total number of twenty nine project affected persons, individuals and societies eleven are squatters I.e (Nine residential squatters, one mixed squatter and one commercial squatter). Five title holders losing land only. One title holder is losing their residence. Twenty-three title holders are losing their land. The socio-economic details show that all squatters affected by the project and displaced residential title holder are economically vulnerable.

Details of the acquiring land

The total land acquiring for the project is 0.5099 Hectares. Major portion of the project land is residential in nature but having high commercially importance due to its nearness to major roads and important residential areas. No agricultural land is affected by the project. Eleven residential houses are displaced by the project; out of it ten are squatters. Most of the displaced residential property



holders has been residing in the area since nineties and holding ancestor properties. The squatters who will be displaced by the project claimed that they are not having land or property other than the affected one. Two mixed properties, one commercial property and one commercial squatter are also affected by the project. Out of these four properties three will be displaced and one(owner-commercial)will partly affected. Land of an Education Institution own by a charitable society, Land and structures of two residential flats owned by residence' societies and one residential flat owned by commercial establishment are also affected. Four service roads, Canal and railway lands are the major public properties coming under the acquiring land. Many affected land properties are categorized as low land in revenue records but people claimed that all these lands were converted as residential well before 1990.

Socio Economic and Cultural Profile

The Socio Economic and Cultural profile of the area shows that 100% of title holders are holding the affected land more than 35 years. Out of 29 Project Affected people/units eleven are squatters (Nine residential squatters, one mixed property squatter and one squatter commercial).Eighteen are Title Holders (Thirteen title holder families, three residence societies, one commercial establishment and a School owned by a charitable society). All title holders are middle and upper middle economic status except one. The occupational distribution shows that 59% of title holders are doing jobs in private institutions. 32% doing own business and 7% are government employees. Others are doing self-employment or daily wage activities. The economic status shows that 55% of title holders are having a monthly income of more than Rs. 15,000.28% are having monthly income more than 50,000.All title holders are literate out of it five have professional qualification. But squatters are economically vulnerable. The land holding pattern shows that 79% of title holders are having land less than 10cents. 20% is having 10 cents -20cents. Only 3 THs have more than 1 acre of land. Six scheduled cast families holding land in the project affected area.



1.4. Alternatives

Sl.No.	Alternatives	Remarks
1	Constructing the railway over bridge and approach road in the existing road itself with necessary widening.	Residential houses will not have affected and less area to be acquired. But more NTHs and buildings will be affected. The junction development is needed. Traffic through the existing road will be totally interrupted during construction.
2	Construct a flyover starting from Thevara Police Station Junction.	Huge investment and detailed studies are needed.

1.5. Social Impact

The visible impact of the project are the displacement of twelve houses including ten squatters and two title holders, loss of four commercial establishments includes two Title holders and two non-title holders, loss of land of eighteen title holders and loss of structures like compound walls of seven residential houses, three residential flats and an educational institution. The displaced squatters are claimed that they do not have any other property other than the displaced one. Rehabilitation of these families will be the most important mitigation measure in the pre implementation phase. The project is implementing over a railway track, five service roads and a canal there for length of the ROB is slightly longer than the normal one. The project may also affect some residence near to the ROB but outside the COI. For getting approval and sanction for renewing their building structure or constructing the new building. This may consider as a post implementation phase impact and plan out mitigation measures and policies like granting exceptions in maintaining and resettling



the existing building. The proposed project is one of the long due development initiative and people are facing multi-dimensional problems due to this indefinite delay. Difficulty in getting non objection certificate for new construction and land transaction, unaware about the corridor of impact etc is some of the problems. Time bound implementation may mitigate these impacts of people residing in the area. In the first phase of the acquisition Government acquired some buildings and structures by giving compensation. Compensation received families were left their building and these structures are abandoned now. People in the area complained that these buildings are misused by anti-social elements. So, it is very necessary to complete the acquisition process at the earliest. The project is affecting five approach roads which are using thousands of families as access to their settlement. So resettlements of these service roads are one of the major mitigation efforts of the project. Many land property is categorized as low land category in revenue records. But most of these lands are now situated as converted dry land. Title holders claimed that the conversion happened in early nineties. During the process of categorization of land for fixing compensation this will be considered.

A structure which gives tribute to a political leader will be affected by the project. Discussion with the political leadership before the acquisition may mitigate the impact.

1.6. Mitigation Measures

Sl.No.	Risk Assumed	Approach	Mitigation Strategy
1	Loss of Residence	Rehabilitation/ Compensation	Compensate the loss.
2	Loss of part of residence	Compensation and Resettlement	Compensate the loss. Case by case approach in resettlement. Eg. Relaxation in municipal Act etc.
3	Loss of land	Compensation	Compensate the loss.



4	Loss of part of land	Compensation	Compensate the loss.
5	Loss of Building	Compensation	Compensate the loss.
6	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.
7	Loss of structures	Compensation	Compensate the loss.
8	Loss of Part of structure	Compensation	Compensate the loss.
9	Loss of Business	Compensation	Rehabilitation
10	Loss of employment	Compensation/R ehabilitation and Resettlement.	Rehabilitation and Resettlement
11	Loss of trees	Compensate & Control	Compensate lose and plant equal number of trees in government lands.
12	Loss of access to properties	Control	Prepare a resettlement plan in consultation with Project Affected Families.
13	Loss of drinking water source.	Control	Compensate /Resettle
14	Loss of community properties	Resettle	Resettle
15	Loss of access to sub roads	Control &resettle	Prepare a resettlement plan in consultation with Project Affected people.
16.	Formation of Bit-land(unecono	Control	Acquire the uneconomic holdings



	mic holdings)		
17.	Restriction on the productive use of remaining land	Control	Include provisions in the compensation package.
18	Loss of structure of Political Party.	Consultation	Political group can remove it by themselves.
19	Loss of waiting sheds	Resettle	Resettle
20	Involved in land acquisition process	Control	Ensure community participation in the whole process.
21	Grievance	Control	Functional grievance redressal committee at village and district level.

1.7 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 Residence	Negative	Possible	Maximum	Medium	High	Ensure rehabilitation because the affected family is women headed. The title holder is an aged widow. Compensate the loss.



2	Loss of Part of Residence	Negative	Possible	Maximum	Medium	High	Ensure rehabilitation because the affected family is women headed. The Compensate the loss. title holder is an aged widow.
3	Loss of land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
4	Loss of part of land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
5	Loss of Building	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss. Relaxation in municipal Act
6	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.
7	Loss of structures	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
8	Loss of Part of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
9	Loss of businesses	Negative	Possible	Low	Minimum	Low	Compensation & Resettlement
10	Loss of Employment	Negative	Possible	Low	Medium	Low	Compensation & Resettlement



11	Loss of trees	Negative	Possible	Minimum	Minimum	Low	Compensate lose and plant equal number of trees in government lands.
12	Loss of access to properties	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families.
13	Loss of Drinking water sources	Negative	Possible	Low	Minimum	Low	Resettle
14	Loss of community Properties	Negative	Possible	Low	Minimum	Low	Compensate or resettle
15	Loss of access to sub roads	Negative	Possible	Moderate	Medium	Medium	Prepare a resettlement plan in consultation with Project Affected people.
16	Formation of Bit-land (uneconomic holdings)	Negative	Possible	Moderate	Medium	Low	Acquire the uneconomic holdings
17	Restriction on the productive use of remaining land	Positive	Possible	Low	Minimum	Medium	Include provisions in the compensation package.



18	Loss of structure of Political Party.	Negative	Possible	Minimum	Low	Low	Political group can remove it by themselves.
19	Loss of waiting shed	Negative	Possible	Minimum	Low	Low	Resettle
20	Involved in land acquisition process	Positive	Possible	Minimum	Minimum	Low	Ensure community participation in the whole process.
21	Grievance	Positive	Possible	Minimum	Minimum	Low	Functional grievance redressal committee at village and district level.

1.8 Assessment of Social Costs and Benefits

Since ten economically vulnerable residential squatters and two residential title holders are displaced by the project the overall impact of the project seems to be high in the pre mitigation phase. A maximum total 0.5099 hectare of land is required for the proposed railway over bridge construction. For this requirement of land, some people will have to leave their place and relocate especially ten squatter residences and two residential title holders. The social Impact Assessment Study finds that apart from two residential title holders eighteen title holders are losing their land including two residential societies and one commercial establishment having residential flats, a charitable society running an educational institution and a commercial establishment having an automobile business and service.

The people in the area are whole heartedly supporting the Railway over bridge project except few. This project is a long due development initiative of the Government. The Atlantis Rail way cross is one of the important sub ways which is connecting West and East parts of Kochi city. The proposed project will bring a



free flow of traffic between old NH 47 and Panampilly Nagar which is one of the famous residential areas and it benefits thousands of public and private vehicle travelers, motorists and residence. In the other side the project will displace twelve residence including ten squatters, four commercial structure, compound walls and structures of two residential flats and an educational institution. The rehabilitation of the displaced residential title holders and squatters will mitigate the impact marginally. Because of the long delay in land acquisition people in the area are facing several problems in land transactions, construction of structures etc. Therefore People in the area are not able to formulate their development plans. One physically disabled title holder is also affected by the project. Some of his structure like compound wall, Temporary Business shed, gate and portion of land are losing. He needs special care and support during the time of disbursement of compensation. The project may appreciate the commercial importance of the area further. The project is affecting five approach roads which are using thousands of families as for the access to their settlement. So resettlements of these service roads are one of the major mitigation efforts of the project. Many land property is categorized as low-land category in revenue records. But most of these lands are now situated as converted dry land. Title holders claimed that the conversion happened in early nineties. During the process of categorization of land for fixing compensation this will be considered. Residential flat owners have requested for a physical verification of the area by technical experts and necessary advice for resettlement of affected structures like septic Tank, water tank, parking facilities etc. This may help them to do some voluntary efforts to resettle the affected utility services and structures well before the implementation. Two Non-Title holders are losing their source of living. One is running a stationary and vegetable shop in Koyithara Road side and the second one having a mixed property. The displacement may affect both of them there source of living. The commercial title holder who is running an automobile business claimed that the project may badly affect their business and will lead to the loose of job of around 600 employees. The project mainly affects the workshop and service part of the



business. Necessary negotiation and discussion with the management and prepare a special mitigation plan may reduce the grievance. In case of some squatters part of their possession land are affected. Government will have a decision about the use of such land. Checking the possibility to resettle few of the displaced squatters in this land may reduce the cost of rehabilitation and mitigate the impact of displacement marginally. There was an overwhelming consensus among people, people's representatives, resident's associations, trade associations too with regard to the benefits accruing due to the proposed project.

A structure which gives tribute to a political leader will be affected by the project. Discussion with the political leadership before the acquisition may mitigate the impact.

In short, the social impact due to the project of construction of Atlantis railway over bridge will be mitigated by planned rehabilitation and resettlement measures. More over the identified impact is minimum in compared to the overall benefit of the project.

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, assessment on its status of public purpose and its ability to address the social impact it is clear that the benefit of the project is higher than its social impact. Therefore, the project has to be implemented.

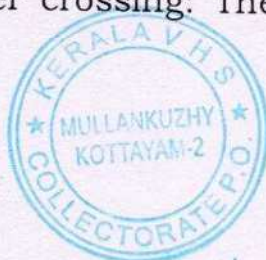


CHAPTER 2 DETAILED PROJECT DESCRIPTION

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

Smooth and safe road traffic is an indicator of a nations' 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.

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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 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 of dedicated freight corridor (DFC) and double stack container (8 to 9 meter) are much higher than present Railway system. Due to increased approach length the construction of ROB is always a challenge. Looking into the construction feasibility ROB construction is easier than RUB. The ROB are constructed above the Railway track 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. The most of the activities such as launching of superstructure may be executed during the traffic.

The Government of Kerala (GOK), through Roads and Bridges Development Corporation Kerala is now planning to construct Atlantis Railway Over Bridge in Kanayannur Taluk of Ernakulam District aims to reduce the traffic block in Atlantis railway Cross.

2.1.1. Requisition Authority

2.1.1. (a). Roads & Bridges Corporation.

RBDCK is a corporation established and fully owned by the Government of Kerala and has been incorporated as a limited company under the Companies Act 1956 on 23rd September



1999. RBDCK mainly deals with the properties and assets comprising movables and immovable including land, road projects, railway over bridge projects, toll collection rights and works under construction. RBDCK is a company under the Public Works Department of Government of Kerala.

Major functions of the Corporation are

To construct, maintain, operate and manage Highways, Roads, Bypasses, Bridges, Over-bridges etc., entrusted to and vested with the Company by the Government of Kerala or any other Government/ Governmental agencies/ Organizations including improvement, strengthening and rehabilitation of road network identified as core network and to regulate and control the use of the roads vested in, or entrusted to it.

To undertake construction and maintenance of such facilities for and on behalf of any Government, Governmental agencies and Organizations on Turn-Key, Build-Own Transfer, Build-Own-Operate and Transfer or any other basis and to collect tolls, user charges and such other revenues for the use of such facilities from the public, Government and other agencies.

To raise funds subject to the provisions of the Companies Act 2013 and Reserve Bank of India guidelines issued from time to time for construction, maintenance, improvement and operation of such facilities etc. or by market borrowing, issue of shares, debentures, bonds or by way of loans, grants and borrowings from Government, Financial institutions including International Financial institutions.

2.1.2. Land Acquisition Authority

Land acquisition Special Tahsildar (LA) office, Cochin Corporation, Vyttila prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands. Deputy Collector (LA), Ernakulam 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.

The project may bring a revolutionary impact in the entire traffic system of Kochi city. Hope that it will reduce the traffic conjunction in MG road and South Railway station junction. This may benefit thousands of motorists and travelers.

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

Sl.No.	Risk Assumed	Approximate Quantity
1.	Loss of land	18
2.	Loss of Structures	36
3.	Loss of residential Houses	10
4	Loss of Mixed structures	2
5	Loss of structure erected by a political party	1
6	Service Roads affected	4
7	No.of squatters displaced	10
8	Loss of Commercial Shops displaced	3
9	Loss of commercial establishments affected	1

2.3.1. Project Location

The project location is defined for the study is 100 meters both sides of Atlantis Railway cross in Ernakulam and Elamkulam villages of Kanayannur Thaluk of Ernakulam district. The Atlantis rail way cross is very near to Thevara Junction in National



Highway and Cochin Shipyard. It is a residential area and having institutions like Schools. The total population of the location is calculated as 1000-1500 in 200-250 houses. The project area is 0.25 km from Thevara Police Station Junction Jn in Kollam-Salem NH and 3km from Ernakulam South junction.

2.4. Phase of project construction

Process of Land Acquisition started, boundary stones fixed and extent measured.

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



CHAPTER 3 STUDY APPROACH AND METHODOLOGY

3.1 Background

As per the Notification No. C2-2381/19/DCEKM Dated 15th February 2021 and Kerala Gazette Notification No. 786 dated 17th May 2021, Government of Kerala has selected Saju.V.Itty, Executive Director Kerala Voluntary Health Service and his Team as the SIA Unit to study the Social Impact Assessment on the land acquisition for the Rehabilitation and Resettlement of project displaced families due to the construction of Atlantis Railway Over Bridge Phase II of Ernakulam and Elamkulam Villages of Kanayannur Thaluk of Ernakulam 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	27 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 Investigator	12 years' experiences in social work including social research, R & R activities and community mobilization.



3	Smitha R	R & R Specialist & Social Investigator	17 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 owned by 18 Title Holders of Ernakulam and Elamkulam villages of Kanayannur Thaluk. Ten residential squatters and one commercial squatter are also having possession in certain part of the acquiring land. 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 visited all Title Holders and collected opinion, family details, Socio-Economic details and suggestions. Apart from this SIA team has conducted discussion and consultation with Local Body Representatives and local public and recorded their suggestions and opinion. In continuation of it a focus group consultation of Project Affected Persons' was conducted and noted their suggestions and opinion. Special Case studies were prepared for displaced resident case. 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 Special Tahsildar (LA) Kochi Corporation Vyttila office. 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 Members of Legislative Assembly, Local Body Representatives and local public. A consultation of Project Affected Persons' was conducted noted their suggestions and opinion. 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) Office of the Special Tahsildar (LA) Kochi Corporation, Vyttila
- b) Kerala Roads and Bridges Development Corporation Office Ltd. Kerala.
- c) Taluk Office- Kanayannur
- d) Village Office- Ernakulam and Elamkulam
- e) Project Affected Families and Tittle Holders.
- f) Local Body Leaders

3.6. Process and Schedule of Activities

- 17-02-2021 – Government of Kerala entrusted Mr. Saju.V.Itty, Executive Director, Kerala Voluntary Health Services to conduct the SIA study
- 07-03-2021 to 08-03-2021- Secondary Data Collection.
- 10-03-2021 to 14-03-2021- Mapping of Stake Holders



- 20-03-2021 to 26-03-2021 - Social Survey for Social Impact Assessment Study.
- 27-03-2021 - Public Consultation/ Discussion with Project Affected Tittle Holders.
- 29-03-2021 and 30-03-2021- Transit Walk, Observational Study and Case Studies
- 15-05-2021- Draft Report Submission.
- 06-07-2021- Public Hearing
- 15-07-2021- Final Report

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

- 1) Time bound acquisition process will mitigate the impact.
- 2) The compensation of the land will be fixed in consultation with PAPs.
- 3) Alignment and levels details will be published and clarify the doubts of the PAPs before the acquisition process.
- 4) Reasonable compensation will provide for land, property and business loss.
- 5) Regular information will provide on progress of acquisition. Alignment will reexamine and save buildings and structures as much possible.
- 6) Rehabilitation and Resettlement process will be well informed and ensure community participation and consultation.

3.8 Public Hearing – C.C.P.L.M. Anglo Indian High School, Thevara on 6/07/21 2 PM

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 Mangalam and Janayugam Newspaper. A notice has been served to the affected families in hand for informing about the public hearing. SMS & Phone call messages were sent to all PAPs. The copy of notice was served to Local body members, Village Offices, Special Tahsildar KIIFB office and RBDCK Office. 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.

Smt. Sasikala, Counsellor, Smt. Lathika, Counsellor, Sri. P.R. Rinesh, Chairman, Development Committee, Cochin Corporation, Sri. Albert, Local Secretary CPM, Sri. C.K. Peter, Ex-Counsellor Sri. Alex T.J. Add. General Manager, RBDCK, Sri. Rajan, Dy. Collector, RBDCK, Sri. Mathew, Dy. Thahasildar, RBDCK Sri. Nazim, Site Engineer, RBDCK, Sri. Devarajan, Thahasildar, KIIFB, Sri. Raju, Valuation Assistant, KIIFB, Sri. John David, Revenue Inspector, KIIFB, Sri. Vinod Kumar, Village Assistant, KIIFB are attended the public hearing and shared their views and suggestions.

Sl. No.	Points raised	Remarks
1	Mr. Prem Das - The project is a 25-year due development initiative. Several political influences delayed the project. Now government should decide to complete the project at the earliest.	Now the project is in the land acquisition process
2	Mr. - Kamal Raj, Manager Indus Motors - Six Hundred laborers are working in the affected commercial establishment. So, government will rethink about the project. And if possible, relocate the project if not possible give sufficient government	The requisition authority representatives ensure a detailed discussion session with the management of the



	land in lease to compensate the acquiring land.	affected commercial establishment before finalizing the compensation and resettlement plan.
3	Mrs. Rosy Layon and Mr. Varghese TS - Losing houses in the squatter land. But the access road to the house is not squatter land. satisfactory rehabilitation is needed. Residing in the area since 1968	The entire acquisition process is under the Land Acquisition Act 2013 and rules developed by Govt. of Kerala. So, rehabilitation of squatter is one of the major components of the Act.
4	Mrs. Reena Cherian and Mr. Kethan, Skyline Emarald Flat - Compound wall and some utility structures undergrounds are affected. Thirty-five residents are in the flat. No space for resettle the affected structures.	Technical experts from the requisition authority will visit the site and give necessary direction.
5	Mr. V R Vinod, Mr. Thankachan, Mr. Sajeevan, Mr. Surendran, Mrs. PK Thanka, Mrs. Elsy Stephen, Mrs. Anni, Mr. Romeo Varghese, and Mrs. Dhanya Squatters will be rehabilitated and resettled before starting implementation.	The report also recommended.
6	Mr. Thariyan Joseph- All lands are commercial. So, consider the whole land as one category for fixing compensation.	As per the LA Act revenue officials will visit the site and take a decision.



7	Adv. K R Vinod- Bit lands will be acquired.	R & R Policy also having this claim. L A department will take necessary decision.
8	Mr. Albert, Local Secretary CPM – The Government should rehabilitate squatters before starting any construction work regarding the project. Ensure the free flow of water in the canal.	Requisition authority said that the design of the project was developed to address the issue.
9	Mr. CK Peeter - Former councilor demanded a timebound implementation of the project and requested effective rehabilitation and resettlement of the project affected people.	The requisition agency representatives explained in details about the project plan.
10	Sri. P.R. Rinesh, Chairman, Development Committee, Smt. Sasikala, Counsellor, Smt. Lathika, Counsellor, Cochin Corporation - Satisfactory rehabilitation and compensation is needed for all project affected peoples. Some lands are categorized as low land in LA records. But all the lands in the project area are existing as dry land. So please categorize all land as dry land while fixing compensation.	The grievance will be addressed by the LA division.
11	Sri N A Jose – Need special care and support during acquisition process because of the disability more time is needed for resettlement.	The grievance will be addressed during the acquisition.



SIA Team members visited people's representatives like member of Parliament Mr. Hibi Edan and Legislative Assembly Member Mr. K.G.Vinod and Corporation Councilors Mrs. Sasikala and Mrs. Lathika, Leaders of political leadership like Mr.Albert, Mr. C.K.Peter etc. were also contacted and collect suggestions and opinions.

Sri. Hibi Edan, Member of Parliament.

He strongly supports the project but demanded a satisfactory rehabilitation of all squatters affected by the project. He also opinioned that the project will implement on time bound basis and demanded payment of compensation before starting the project implementation. The affected educational institution will be supported by giving necessary compensation.

Sri. K.G.Vinod MLA

He demanded rehabilitation package for displaced squatters. The construction will not interrupt the free flow of water through the Koyithara Canal. He also demanded a mechanism to address the grievance of people who are affected by the project.



CHAPTER 4 LAND ASSESSMENT

4.1 Description of the land

The total land acquiring for the project is 0.5099 Hectares. Major portion of the project land is residential in nature but having high commercially importance due to its nearness to major roads and important residential areas. No agricultural land is affected by the project. Eleven residential houses are displaced by the project; out of it ten are squatters. Most of the displaced residential property holders has been residing in the area since nineties and holding ancestor properties. The squatters who will be displaced by the project claimed that they are not having land or property other than the affected one. Two mixed properties, one commercial property and one commercial squatter are also affected by the project. Out of these four properties three will be displaced and one(owner-commercial) will partly affected. Land of an Education Institution own by a charitable society, Land and structures of two residential flats owned by residence' societies and one residential flat owned by commercial establishment are also affected. Four service roads, Canal and railway lands are the major public properties coming under the acquiring land. Many affected land properties are categorized as low land in revenue records but people claimed that all these lands were converted as residential well before 1990.

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

The Atlantis Road is the fifth important roads which cross the Railway line between North Station to Wellington Island within the Cochin Municipal Corporation limit. This is one of the best by-pass to Vyttila- Ernakulam South Road which is having heavy traffic during the day time. Wellington Island station is the major terminal station of Ernakulam North and South Stations of Indian Railway. Therefore, the root is always busy with shunting of train from arrival station to departure station and terminal stations to departure station. The proposed project intended to develop the



road as a bypass to important junctions of Kochin Corporation like Vytilla, Kadavanthara, Panampilly Nagar etc.

4.3. Total land requirement for the project.

The total land acquiring for the project is 0.5099 Hectares. Eighteen holdings will expect to be affected.

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

Land under the possession of the Railway, land under the possession of Cochin Corporation are coming under 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.

The compensation given to some project affected peoples as part of first acquisition process for structures only.

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

The project location is defined for the study is 100 meters both sides of Atlantis Railway cross in Ernakulam and Elamkulam villages of Kanayannur Thaluk of Ernakulam district. The Atlantis rail way cross is very near to Thevara Junction in National Highway and Cochin Shipyard. It is a residential area and having institutions like Schools. The total population of the location is calculated as 1000-1500 in 200-250 houses. The project area is 0.25 km from Thevara Police Station Junction in Kollam- Salem NH and 3km from Ernakulam South junction.

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	Residential	Irrigated	NA	13



2.	Dry	Residential Complex	Irrigated	NA	3
3.	Dry	Commercial	Irrigated	NA	1
4.	Dry	Institutional Property	Irrigated	NA	1
	Total				18

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 ≤	13
10- 20 cents	0
20 – 30	1
30 – 40	0
40 – 50	2
50- 1acre	2
1 acre above	0
Total	18

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.

The social Impact Assessment Survey identified twenty-four project affected families including ten non-Title holder (Residential) and One Non-Title Holder (Commercial), The study also identified Two Residential Flats managed by residents' societies one Residential flat managed by a commercial establishment, one commercial title holder and a School owned by a charitable society. Out of the total number of twenty nine project affected persons, individuals and societies eleven are squatters I.e. (Nine residential squatters, one mixed squatter and one commercial squatter). Five title holders losing land only. One title holder is losing their residence. Twenty-three title holders are losing their land. The socio-economic details show that all squatters affected by the project and displaced residential title holder are economically vulnerable.

5.2 Families which are indirectly affected by the project.

The project may bring a revolutionary impact in the entire traffic system of Kochi city. Hope that it will reduce the traffic conjunction in MG road and South Railway station junction. This may benefit thousands of motorists and travelers.

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 Economic and Cultural profile of the area shows that 100% of title holders are holding the affected land more than 35 years. Out of 29 Project Affected people/units eleven are squatters (Nine residential squatters, one mixed property squatter and one squatter commercial). Eighteen are Title Holders (Thirteen title holder families, three residence societies, one commercial establishment and a School owned by a charitable society). All title holders are middle and upper middle economic status except one. The occupational distribution shows that 59% of title holders are doing jobs in private institutions. 32% doing own business and 7% are government employees. Others are doing self-employment or daily wage activities. The economic status shows that 55% of title holders are having a monthly income of more than Rs. 15,000. 28% are having monthly income more than 50,000. All title holders are literate out of it five have professional qualification. But squatters are economically vulnerable. The land holding pattern shows that 79% of title holders are having land less than 10cents. 20% is having 10 cents -20cents. Only 3 THs have more than 1 acre of land. Six scheduled cast families holding land in the project affected area.

7.2. Age wise distribution of TH

Age of THs	No of THs
20-30	-
31-40	-
41 - 50	1
51 - 60	3
61 - 70	10



Above 70	-
Not Applicable (Society owned properties)	4
Total	18

6.3. Gender wise Distribution of TH

Gender	No of TH
Male	12
Female	2
Not Applicable(Society owned properties)	4
Total	18

6.4. Family size of THs

Family Size of THs	No of Families
0-2	-
2-3	2
4-5	8
6-7	3
Above 7	1
Not Applicable (Society owned properties)	4
Total	18



6.5. Educational Qualification of THs

Educational Qualification	No of THs
Below 10	4
SSLC	2
PDC	2
DEGREE	1
PG	1
Professional	1
Others	3
Not Applicable (Society owned properties)	4
Total	18

6.6. Religious Distribution

Religion of THs	No. of TH
Hindu	4
Muslim	-
Christian	10
Not Applicable (Society owned properties)	4
Total	18



6.7. Economic Distribution of THs

Economic Status of THs	No. of TH
APL	13
BPL	1
Not Applicable (Society owned properties)	4
Total	18

6.8. Occupational Distribution THs

Major Occupation of THs	No of TH
Agriculture	-
Business	2
Government service	
Private Job	3
Other	8
Koolie	1
Not applicable (Society owned properties)	4
Total	18



6.9. Incomedistribution of THs

Monthly Income of THs	No of THs
Below 10000	1
10000 -20,000	2
20,000 -30,000	3
30,000 - 40,000	1
40,000 -50,000	3
Above 50,000	2
Not Applicable (Society owned properties)	4
Total	18

6.10. Health Status of TH

Health Problems of THs	No. of TH
Hyper tension	-
CVD	-
Disabled	1



6.11. Socio Economic Profile of Project Affected Family Members.

6.11.1. Age wise distribution of PAF Members

Age of PAF Members	No of PAF Members
≤10	8
11-20	6
21-30	6
31-40	10
41 – 50	15
51 – 60	13
61 – 70	11
Above 70	5
Total	74

6.11.2. Educational Qualification of PAF Members

Educational Qualification	No of PAF Members
Below 10 th	21
10 th	12
+2	10
Degree	3
PG	4
Professional	6
Others	18
Total	74



6.12. Socio Economic Profile of Non Title Holders

6.12.1 Type of Non-Title Holder

Sl.No.	Type of NTH	Activity		
		Commercial	Residential	Others
1	Tenant	-	-	-
2	Encroacher	-	-	-
3	Squatter	1	10	
4	Other	-	-	-
	Total	1	10	-

6.12.2. Age wise distribution of NTH

Age of THs	No of NTHs
20-30	-
31 -40	1
41 - 50	-
51 - 60	4
61 - 70	6
Above 70	-
Total	11



6.12.3 Educational Qualification of NTHs

Educational Qualification	No of NTHs
Below SSLC	3
SSLC	4
PDC	1
DEGREE	-
PG	-
Professional	-
Others	3
TOTAL	11

6.12.4 Religious Distribution

Religion of NTHs	No. of NTHs
Hindu	5
Muslim	-
Christian	6
Total	11

6.12.5 Economic Distribution of NTHs

Economic Status of THs	No. of NTHs
APL	-
BPL	11
Total	11



6.12.6 Income distribution of NTHs

Monthly Income of THs	No of NTHs
BELOW 10000	11
10,000 – 25,000	-
26000 – 50000	-
51000 – 75000	-
76000 - 100000	-
Above 100000	-
Total	11



CHAPTER 7

SOCIAL IMPACT MANAGEMENT PLAN

The visible impact of the project is the displacement of twelve houses including ten squatters and two title holders, loss of four commercial establishments includes two Title holders and two non-title holders, loss of land of eighteen title holders and loss of structures like compound walls of seven residential houses, three residential flats and an educational institution. The displaced squatters are claimed that they do not have any other property other than the displaced one. Rehabilitation of these families will be the most important mitigation measure in the pre implementation phase. The project is implementing over a railway track, five service roads and a canal there for length of the ROB is slightly longer than the normal one. The project may also affect some residence near to the ROB but outside the COI. For getting approval and sanction for renewing their building structure or constructing the new building. This may consider as a post implementation phase impact and plan out mitigation measures and policies like granting exceptions in maintaining and resettling the existing building. The proposed project is one of the long due development initiative and people are facing multi-dimensional problems due to this indefinite delay. Difficulty in getting non objection certificate for new construction and land transaction, unaware about the corridor of impact etc. is some of the problems. Time bound implementation may mitigate these impacts of people residing in the area. In the first phase of the acquisition Government acquired some buildings and structures by giving compensation. Compensation received families were left their building and these structures are abandoned now. People in the area complained that these buildings are misused by anti-social elements. So, it is very necessary to complete the acquisition process at the earliest. The project is affecting five approach roads which are using thousands of families as access to their settlement. So, resettlements of these service roads are one of the major mitigation efforts of the project. Many lands property is categorized as low land category in revenue records.



But most of these lands are now situated as converted dry land. Title holders claimed that the conversion happened in early nineties. During the process of categorization of land for fixing compensation this will be considered.

A structure which gives tribute to a political leader will be affected by the project. Discussion with the political leadership before the acquisition 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 Residence	Rehabilitation/ Compensation	Compensate the loss.
2	Loss of part of residence	Compensation and Resettlement	Compensate the loss. Case by case approach in resettlement. Eg. Relaxation in municipal Act etc.
3	Loss of land	Compensation	Compensate the loss.
4	Loss of part of land	Compensation	Compensate the loss.
5	Loss of Building	Compensation	Compensate the loss.
6	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.
7	Loss of structures	Compensation	Compensate the loss.
8	Loss of Part of	Compensation	Compensate the loss.



	structure		
9	Loss of Business	Compensation	Rehabilitation
10	Loss of employment	Compensation/ Rehabilitation and Resettlement.	Rehabilitation and Resettlement
11	Loss of trees	Compensate & Control	Compensate lose and plant equal number of trees in government lands.
12	Loss of access to properties	Control	Prepare a resettlement plan in consultation with Project Affected Families.
13	Loss of drinking water source.	Control	Compensate /Resettle
14	Loss of community properties	Resettle	Resettle
15	Loss of access to sub roads	Control &resettle	Prepare a resettlement plan in consultation with Project Affected people.
16.	Formation of Bit- land (uneconomic holdings)	Control	Acquire the uneconomic holdings
17.	Restriction on the productive use of remaining land	Control	Include provisions in the compensation package.



18	Loss of structure of Political Party.	of Consultation	Political group can remove it by themselves.
19	Loss of waiting sheds	Resettle	Resettle
20	Involved in land acquisition process	Control	Ensure community participation in the whole process.
21	Grievance	Control	Functional grievance redressal committee at village and district level.

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

The requisition authority i.e. Roads and Bridges Development Corporation will publish the alignment plan and levels details before the acquisition. So, the people could well aware about the gravity of impact and this will help them to do some voluntary measures for their resettlement. This will minimize the impact. Necessary measures like proper access to new ROB will help affected title holders to tap the benefit of increased traffic after the implementation of the project.

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 Residence	Negative	Possible	Maximum	Medium	High	Ensure rehabilitation because the affected family is women headed. The Compensate the loss. title holder is an aged widow.
2	Loss of Part of Residence	Negative	Possible	Maximum	Medium	High	Ensure rehabilitation because the affected family is women headed. The Compensate the loss. title holder is an aged widow.
3	Loss of land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
4	Loss of part of land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
5	Loss of Building	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss. Relaxation in municipal Act
6	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.



7	Loss of structures	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
8	Loss of Part of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
9	Loss of businesses	Negative	Possible	Low	Minimum	Low	Compensation & Resettlement
10	Loss of Employment	Negative	Possible	Low	Medium	Low	Compensation & Resettlement
11	Loss of trees	Negative	Possible	Minimum	Minimum	Low	Compensate lose and plant equal number of trees in government lands.
12	Loss of access to properties	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families.
13	Loss of Drinking water sources	Negative	Possible	Low	Minimum	Low	Resettle
14	Loss of community Properties	Negative	Possible	Low	Minimum	Low	Compensate or resettle
15	Loss of access to sub roads	Negative	Possible	Moderate	Medium	Medium	Prepare a resettlement plan in consultation with Project Affected people.



16	Formation of Bit-land (uneconomic holdings)	Negative	Possible	Moderate	Medium	Low	Acquire the uneconomic holdings
17	Restriction on the productive use of remaining land	Positive	Possible	Low	Minimum	Medium	Include provisions in the compensation package.
18	Loss of structure of Political Party.	Negative	Possible	Minimum	Low	Low	Political group can remove it by themselves.
19	Loss of waiting shed	Negative	Possible	Minimum	Low	Low	Resettle
20	Involved in land acquisition process	Positive	Possible	Minimum	Minimum	Low	Ensure community participation in the whole process.
21	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
EVALUATION

10.1. Key Monitoring 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 ten economically vulnerable residential squatters and two residential title holders are displaced by the project the overall impact of the project seems to be high in the pre mitigation phase. A maximum total 0.5099 hectare of land is required for the proposed railway over bridge construction. For this requirement of land, some people will have to leave their place and relocate especially ten squatter residences and two residential title holders. The social Impact Assessment Survey finds that apart from two residential title holders eighteen title holders are losing their land including two residential societies and one commercial establishment having residential flats, a charitable society running an educational institution and a commercial establishment having an automobile business and service.

The people in the area are whole heartedly supporting the Railway over bridge project except few. This project is a long due development initiative of the Government. The Atlantis Rail way cross is one of the important sub ways which is connecting West and East parts of Kochi city. The proposed project will bring a free flow of traffic between old NH 47 and Panampilly Nagar which is one of the famous residential areas and it benefits thousands of public and private vehicle travelers, motorists and residence. In the other side the project will displace twelve residences including ten squatters, four commercial structure, compound walls and structures of two residential flats and an educational institution. The rehabilitation of the displaced residential title holders and squatters will mitigate the impact marginally. Because of the long delay in land acquisition people in the area are facing several problems in land transactions, construction of structures etc. Therefore, People in the area are not able to formulate their development plans. One physically disabled title holder is also affected by the project. Some of his structure like compound wall, Temporary Business shed, gate and portion of land are losing. He

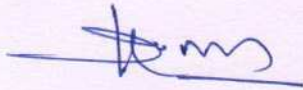


needs special care and support during the time of disbursement of compensation. The project may appreciate the commercial importance of the area further. The project is affecting five approach roads which are using thousands of families as for the access to their settlement. So, resettlements of these service roads are one of the major mitigation efforts of the project. Many lands property is categorized as low-land category in revenue records. But most of these lands are now situated as converted dry land. Title holders claimed that the conversion happened in early nineties. During the process of categorization of land for fixing compensation this will be considered. Residential flat owners have requested for a physical verification of the area by technical experts and necessary advice for resettlement of affected structures like septic Tank, water tank, parking facilities etc. This may help them to do some voluntary efforts to resettle the affected utility services and structures well before the implementation. Two Non-Title holders are losing their source of living. One is running a stationery and vegetable shop in Koyithara Road side and the second one having a mixed property. The displacement may affect both of them there source of living. The commercial title holder who is running an automobile business claimed that the project may badly affect their business and will lead to the loose of job of around 600 employees. The project mainly affects the workshop and service part of the business. Necessary negotiation and discussion with the management and prepare a special mitigation plan may reduce the grievance. In case of some squatter's part of their possession land are affected. Government will have a decision about the use of such land. Checking the possibility to resettle few of the displaced squatters in this land may reduce the cost of rehabilitation and mitigate the impact of displacement marginally. There was an overwhelming consensus among people, people's representatives, resident's associations, trade associations too with regard to the benefits accruing due to the proposed project. A structure which gives tribute to a political leader will be affected by the project. Discussion with the political leadership before the acquisition may mitigate the impact.



In short, the social impact due to the project of construction of Atlantis railway over bridge will be mitigated by planned rehabilitation and resettlement measures. More over the identified impact is minimum in compared to the overall benefit of the project.

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, assessment on its status of public purpose and its ability to address the social impact it is clear that the benefit of the project is higher than its social impact. Therefore, the project has to be implemented.



CHAIRMAN

SOCIAL IMPACT ASSESSMENT 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.
7. Suggestions & Grievance of PAPs



അറ്റ്ലാന്റിസ് റെയിൽവേ മേൽപ്പാലം - രണ്ടാംഘട്ടം

ഭൂമിസ്വത്തുവകുപ്പിന്റെ പേര് വിവരങ്ങൾ

ക്രമ നം.	സർവ്വേ നമ്പർ	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ബാധിക്കപ്പെടുന്ന വസ്തുവിന്റെ വിവരണം
1	1016/2	ചീഫ് ജനറൽ മാനേജർ എച്ച്.ആർ., ഇന്ത്യൻ ഓയിൽ കോർപ്പറേഷൻ ലിമിറ്റഡ്, കേരള സ്റ്റേറ്റ് ഓഫീസ്, പനമ്പിള്ളിനഗർ, കൊച്ചി - 36	0484 2825404	ഭൂമി നഷ്ടം, ചുറ്റുമതിൽ
2	901/1	രാധാമണി, വിജയൻ, മധു, സുഗത പുളിത്തറ വീട്, പനമ്പിള്ളിനഗർ, കൊച്ചി - 36	8089197071	ഭവന നഷ്ടം (കോൺക്രീറ്റ്, ഡബിൾസ്റ്റോർ)
3	906/1	എം.സി. ആന്റണി, മൂന്നുകുട്ടുകൾ, പനമ്പിള്ളിനഗർ,	7012661524	ഭാഗിക ഭവന നഷ്ടം
4	906/1	എൻ. എൻ. വിശ്വൻ(എൻ. എൻ.പോൾ,) നടുവിലവീട്ടിൽ, റെഡ് ഷെൻ കോളനി, പനമ്പിള്ളിനഗർ,	9847254569	ഭാഗിക ഭവന നഷ്ടം (കോൺക്രീറ്റ്,)
5	906/1	എൻ.എക്സ് . ജോർജ്ജ് (ജോയി) നെടുനിലത്ത്, റെഡ് ഷെൻ കോളനി, പനമ്പിള്ളിനഗർ,	9495157542 9746752613	ഭാഗിക ഭവന നഷ്ടം (ഷീറ്റ്) കുളിമുറി
6	906/1	കെ.എൻ. രവി, (അഡ്വ. കെ. ആർ. വിനോദ്, നന്ദനം, ആർ.എം.വി.റോഡ്, എളമക്കര, കൊച്ചി 26	9846091338	ഭാഗിക ഭവന നഷ്ടം (ഷീറ്റ്),വാടക
7	1191/3 1009/6	സെക്രട്ടറി, സ്കൈലൈൻ എമറാൾഡ് അപ്പാർട്ട്മെന്റ് ഒണേഴ്സ് അസോസിയേഷൻ, പനമ്പിള്ളിനഗർ, കൊച്ചി - 36	9447056888	ഭൂമി നഷ്ടം
8	1008/5, 6,7,8,9,10,11 1017/1, 2 1221	സെക്രട്ടറി, ലിങ്ക് ഹൈറ്റ്സ് ഒണേഴ്സ് അസോസിയേഷൻ പനമ്പിള്ളിനഗർ, കൊച്ചി - 36	9744466999	ഭൂമി, ചുറ്റുമതിൽ, വെയ്സ്റ്റ് പ്രോസസ്സിംഗ് യൂണിറ്റ്, മരങ്ങൾ നഷ്ടം
9	1027/3	ജിജോ കെ.ജെ. കട്ടിക്കാട്ട്, പറമ്പത്ത് റോഡ്,	9847447231	ഭാഗിക ഭവന നഷ്ടം



		പനമ്പിള്ളിനഗർ ക്രോസ്റോഡ്,		(കോൺക്രീറ്റ്, ഡബിൾസ്റ്റോർ)
10	1027/1	പി.പ്രേംദാസ്, പെരുമ്പിള്ളിത്തറ, പറമ്പത്ത് റോഡ്, പനമ്പിള്ളിനഗർ ക്രോസ്റോഡ്, കൊച്ചി - 36	9744550041	ഭാഗിക ഭവന നഷ്ടം
11	1221	മോനിക്ക സെലിൻ പ്ലേമേന മോളി, ജോർജ്ജ് മാളിയേക്കൽ പനമ്പിള്ളിനഗർ ക്രോസ്റോഡ്, കൊച്ചി - 36	9995218521	ഭവന നഷ്ടം (കോൺക്രീറ്റ്,)
12	1066	എ.വി. ജോർജ്ജ് ആഞ്ഞിലിത്തറ ഹൗസ് പനമ്പിള്ളിനഗർ ക്രോസ്റോഡ്, കൊച്ചി - 36	7356927286	ഭൂമി നഷ്ടം
13	1027/1	എൻ.എ. ജോസഫ് നടുവിലപ്പറമ്പിൽ പറമ്പിത്തറ റോഡ്, പനമ്പിള്ളിനഗർ	9746611833	ഭാഗിക ഭവന നഷ്ടം (കോൺക്രീറ്റ്, ഡബിൾസ്റ്റോർ)
14	1027/1	എൻ.എ. ജോർജ്ജ് നടുവിലപ്പറമ്പിൽ പറമ്പിത്തറ റോഡ്, പനമ്പിള്ളിനഗർ	9847166914	ഭൂമി നഷ്ടം
15	1027/1 1027/3	ജോസഫ് പി.ജെ., പി.ജെ. ആന്റണി പറമ്പിലോത്ത്, ജോർജ്ജ് ഹൗഡൻറോഡ്, പനമ്പിള്ളിനഗർ	9562289564 8075572673	ഭൂമി നഷ്ടം
16	1027/1 1027/3 1221 1046	ഫ. ജോൺ ബർക്കുമാൻസ് കോയിത്തറ, കണ്ണാർകാട്ട് കെ.പി.പാപ്പൻ (late)	9447459901 8078145944	ഭൂമി നഷ്ടം
17	1028/1,2,3,4,5,6,8	സ്കൈലൈൻ പീവീസ് പ്രോപ്പർട്ടി പ്രെ.ലി. പീവീസ് ഹൗസ്, കളത്തിപ്പറമ്പിൽറോഡ്, കൊച്ചി - 16	9745997997	ഭൂമി നഷ്ടം കെട്ടിടം ഭാഗിക നഷ്ടം
18	1222	സെന്റ്രൽ ബോർഡ് ഓഫ് ആഗ്ളോ ഇന്ത്യൻ ചാരിറ്റബിൾ സൊസൈറ്റി, സി.സി.പി.എൽ.എം. ആഗ്ളോ ഇന്ത്യൻ ഹൈസ്കൂൾ, പെരുമാനൂർ, കൊച്ചി - 16	9400667039	ചുറ്റുമതിൽ, ഭൂമി നഷ്ടം



അറ്റ്ലാന്റിസ് റെയിൽവേ മേൽപ്പാലം - രണ്ടാംഘട്ടം

ഭൂരഹിതരായ പദ്ധതി ബാധിതരുടെ (താമസക്കാർ) പേര് വിവരങ്ങൾ

ക്രമ നം.	സർവ്വേ നമ്പർ	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ബാധിക്കപ്പെടുന്ന വസ്തുവിന്റെ വിവരണം
1	പുറംപോക്ക്	പി.കെ.ശശി, സജീവൻ, ശ്രീദേവി, ഷിജി, ഷൈനി പുളിത്തറ വീട്, പനമ്പിള്ളിന ഗൾ, കൊച്ചി - 36	9562404964	ഭവനം, കടമുറി നഷ്ടം (കോൺക്രീറ്റ്,)
2	പുറംപോക്ക്	സുരേന്ദ്രൻ, പെരുമ്പിള്ളിത്തറ, പനമ്പി ള്ളിനഗർ,	9349247400	ഭാഗിക ഭവന നഷ്ടം (ഷീറ്റ്)
3	പുറംപോക്ക്	പി.കെ. തങ്ക, പെരുമ്പിള്ളിത്തറ, പനമ്പി ള്ളിനഗർ,	9349247400	ഭവന നഷ്ടം
4	പുറംപോക്ക്	എൽസി സ്റ്റീഫൻ (ബെന്നി) നടുവിലപ്പറമ്പിൽ പനമ്പിള്ളിനഗർ,	8606859764	ഭവന നഷ്ടം (ഷീറ്റ്)
5	പുറംപോക്ക്	ആനി (ബേബി) വലിയപറമ്പിൽ		ഭവന നഷ്ടം (ഷീറ്റ്)
6	പുറംപോക്ക്	റോമിയോ വർഗ്ഗീസ്, കൊച്ചു കാരോട്ട്, പനമ്പിള്ളി നഗർ, കൊച്ചി - 36	9496068927	ഭവന നഷ്ടം (ഷീറ്റ്)
7	പുറംപോക്ക്	വിനോദ് രാജൻ വെളുത്തേടത്ത് ഹൗസ് പനമ്പിള്ളിനഗർ,	9061107336 9746165572	ഭവന നഷ്ടം (ഷീറ്റ്)
8	പുറംപോക്ക്	ലാലി , ധന്യ , വലിയപറമ്പൻ പനമ്പിള്ളിനഗർ,	9961915512	ഭവന നഷ്ടം (ഷീറ്റ്)
9	2391/3 (പുറംപോക്ക്)	വി.സുകുമാരൻ (Late) കുഞ്ഞുമോൾ, വിനോദ്, ത്യാഗി കുഞ്ഞുമോൻ, അഭി രാമ, റ്റി.എസ്.വർഗ്ഗീസ്, റാണി തൊട്ടിൽപുതിയവീട്, പെരുമാനൂർ, കൊച്ചി - 16	9995151913 9446557308	ഭാഗിക ഭവന നഷ്ടം (കോൺക്രീറ്റ്,)
10	2391/3 (പുറംപോക്ക്)	റോസിൽ ലയോൺ നെടുമ്പറമ്പിൽ, പെരുമാനൂർ, കൊച്ചി - 16	9947896424	ഭവന നഷ്ടം (കോൺക്രീറ്റ്,)



അറ്റ്ലാന്റിസ് റെയിൽവേ മേൽപ്പാലം - രണ്ടാംഘട്ടം

ഭൂരഹിത പദ്ധതിബാധിൻ (കച്ചവടക്കാരൻ)

ക്രമ നം.	സർവ്വേ നമ്പർ	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ബാധിക്കപ്പെടുന്ന വസ്തുവിന്റെ വിവരണം
1	പുറംപോക്ക്	സജീവ്, കോയിത്തറ കനാൽറോഡ് , പനമ്പിള്ളി നഗർ, കൊച്ചി - 36		സ്റ്റേഷനറി





2021.07.06 09:30

PUBLIC HEARING



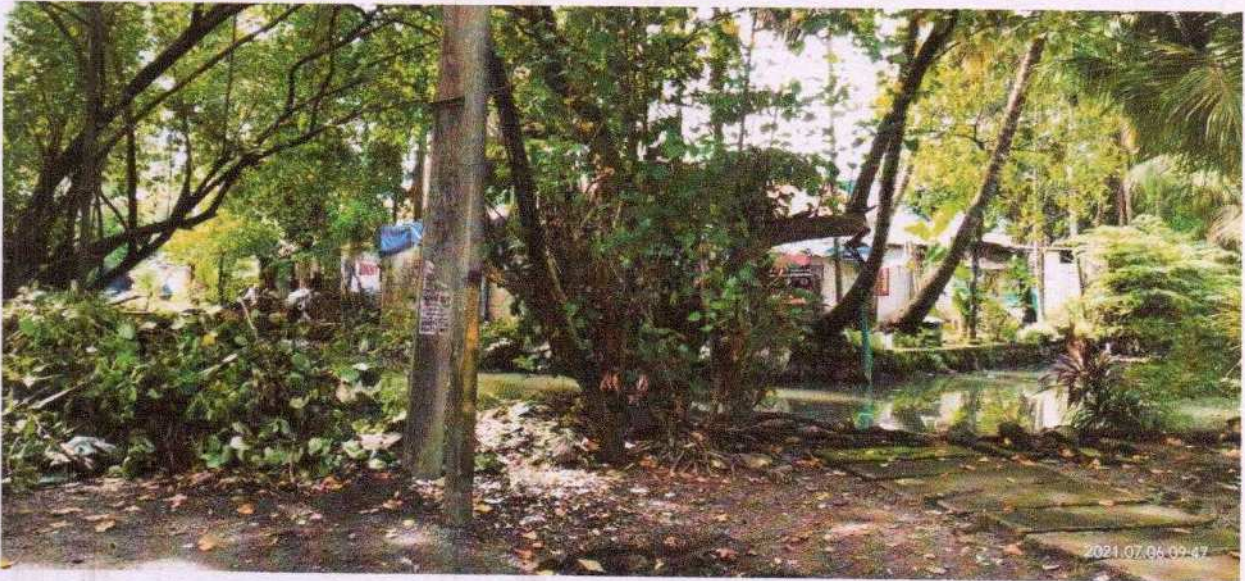
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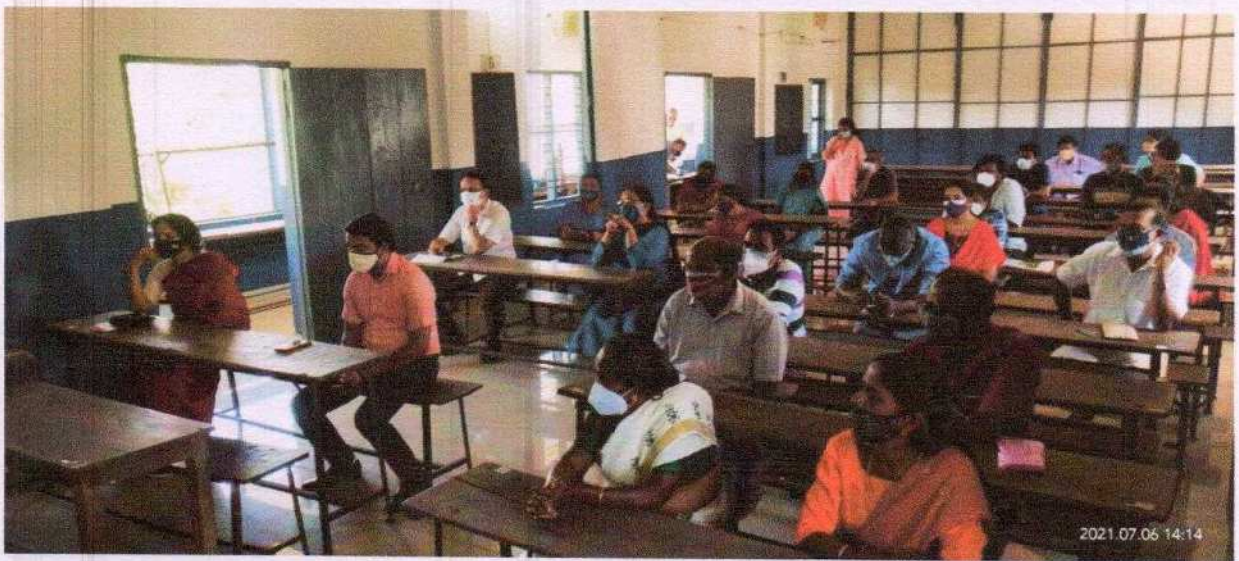


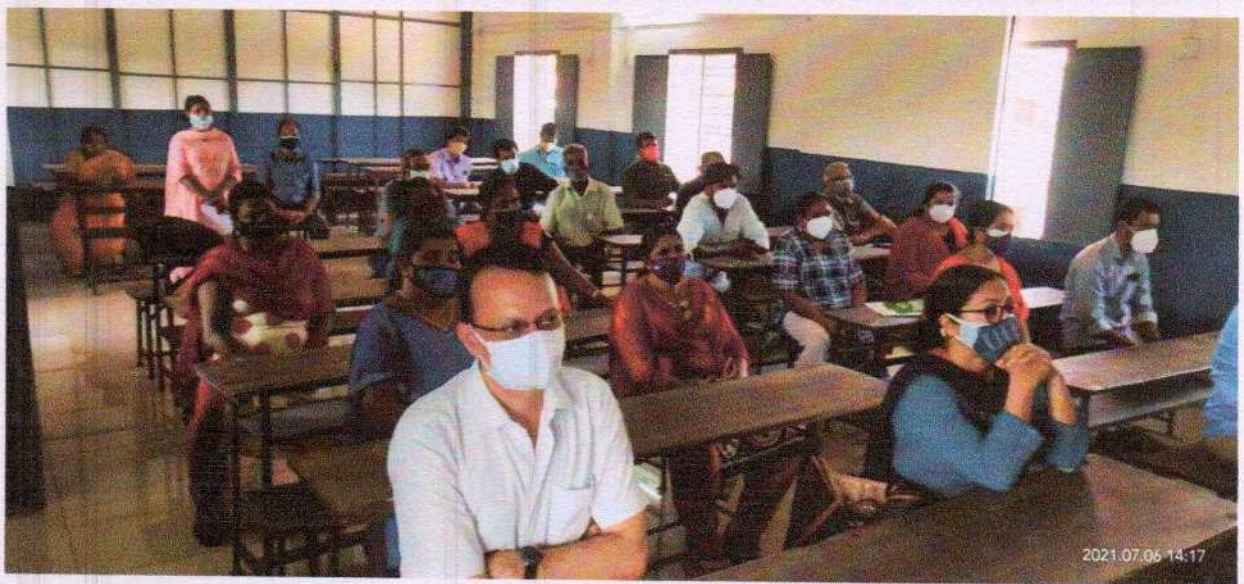
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ജനയുഗം 2021 ജൂൺ 18 വെള്ളി

ക്രമ സർവ്വേ നം.	വിലക്കം	വി. ഭാഗം	ചേർ
1	എറണാകുളം വില്ലേജ് 1016/2, 901/1, 1197/3, 1009/6, 1908/5, 6, 7, 8, 9, 10, 11, 1017/1, 2, 1221, 1222, 1027/3, 1027/1, 1028/1, 2, 3, 4, 5, 6, 8, 2391/3.	നിലം പുഴയിടം	0.4404
2	എറണാകുളം വില്ലേജ് 906/1, 1016/2, 1006, 1046.	നിലം പുഴയിടം	0.0695
ആകെ വിസ്തീർണ്ണം			0.5099

ഹാററം 5 ചട്ടം 14 (1) വിജ്ഞാപനം തീയതി : 16/06/2021

പുറമെ പട്ടികയിൽ വിവരിക്കുന്ന എറണാകുളം ജില്ലയിൽ കണമമ്പുഴ താലൂക്കിൽ, എറണാകുളം എറണാകുളം വില്ലേജുകളിൽ ഉൾപ്പെടുന്ന ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അനുമതി എറണാകുളം - അറ്റ് ലാറ്റിസ് റെയിഡ്ബേ റോഡ് ഗ്രിഡിൽ - റേഡ് II നിർമ്മാണത്തിനു വേണ്ടി ആവശ്യമുണ്ടെന്നോ, ആവശ്യമുണ്ടാവാമെന്നോ കേരളസർക്കാരിന് ബോധ്യപ്പെട്ടതിനാലും, ഭൂമി പുനഃക്രമീകരണത്തിൽ ന്യായമായ നഷ്ട പരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനഃക്രമീകരണത്തിനും, പുനഃസംഗമനത്തിനുമുള്ള അവകാശ നിയമം 2013 ലെ (2013 ലെ 39-ാം കേന്ദ്ര ആക്ട്) 4-ാം വകുപ്പിന്റെ (1)-ാം ഉപവകുപ്പ് അനുസരിച്ച് കേരള ഗവണ്റ് തീയതി 2021, ഫെബ്രുവരി 17, നം. 786 വിജ്ഞാപനം നം. സി2 - 2381/ 19/വി.സി. ഇ.കെ.എം. തീയതി, 2021 ഫെബ്രുവരി 15, അറിയിപ്പ് പ്രകാരം മാർഗ്ഗരേഖയ്ക്കനുസരിച്ച് വിവരിക്കുന്ന പ്രദേശത്ത് ഒരു സാമൂഹിക ആഘാത പഠനനിലയിലുള്ളതായ നഗരമാർഗ്ഗ നിർമ്മാണപദ്ധതിയുണ്ട്. ആദേശിനാൽ ആക്ടിന്റെ പരാമർശിക്കാൻ പ്രകാരം സാമൂഹിക പ്രത്യാഘാത പഠനപ്രോജക്ട് തയ്യാറാക്കുന്നതിന് താഴെ പട്ടികയിൽ വിവരിക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപ്പര്യമോ ഉള്ള താങ്കളോ, താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ആളുകളോ 2021-ാം മാർച്ച് മാസം 6-ാം തീയതി ഉച്ചകഴിഞ്ഞ് 2 മണിക്ക് മുമ്പെ സി.സി.പി. എൽ.എം. ആംഗ്ലോ ഇന്ത്യൻ കോസ്കൂൾ (സെൻട്രൽ ബോർഡ് ഓഫ് ആംഗ്ലോ ഇന്ത്യൻ പാഠിപ്പതിപ്പിൻ സൊൾസറ്റി) ഹാളിൽ വച്ച് നടത്തുന്ന പൊതു അറിവായ സി.ക.ഒ.ന യോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.

പൊതുമരാമത്ത്, സാമൂഹിക ആഘാത പഠന യൂണിറ്റ്



മിറകളും

2021 ജൂൺ 18
വെള്ളി EKM

പാഠനം 5 പട്ടണം 14 (1) വിതരണപത്രം തീയതി : 16/06/2021

പുറമെ പട്ടികയിൽ വിവരിക്കുന്ന എറണാകുളം ജില്ലയിൽ കണയന്നൂർ താലൂക്കിൽ, എറണാകുളം എറണാകുളം വില്ലേജുകളിൽ ഉൾപ്പെടുന്ന ഒരു പൊതു ആവശ്യത്തിനുമേൽ അതാൽ എറണാകുളം - അറ്റ് ലാന്റിംഗ് നെയിൽവേ ഓഫീസ് (ബിഡ്) - റഹ്മാൻ II നീർമ്മാണത്തിന് വേണ്ടി ആവശ്യമായതെന്നും, ആവശ്യമുണ്ടായെക്കാണെന്നും കേരളസർക്കാരിന് തോന്നിയപ്പോൾ വേണ്ടി എടുക്കുമെന്ന് ന്യായമായ നഷ്ട പരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനഃവിനിയോഗത്തിനും പുനഃനിയോഗത്തിനുമുള്ള അവകാശ നിയമം 2013 ലെ (2013 ലെ 30-ാം കേന്ദ്ര ആക്ട്) 4-ാം വകുപ്പിന്റെ (1)-ാം ഉപവകുപ്പ് അനുസരിച്ച് കേരള ഗസറ്റ് തീയതി 2021, ഫെബ്രുവരി 17, നം. 788 വിതരണപത്രം നം. 1012 - 2381/ 19/ഡി.സി. ഇ.കെ.എം, തീയതി, 2021 ഫെബ്രുവരി 18, അറിയിപ്പ് പ്രകാരം താഴെപ്പറയുന്ന പട്ടികയിൽ വിവരിക്കുന്ന പ്രദേശത്ത് ഒരു സാമൂഹിക ആഘോഷ പാനവിലയിരുത്തൽ നടത്താൻ തീരുമാനിച്ചിട്ടുള്ളതാണ്. അതതിനാൽ ആക്ടിൽ പരാമർശിക്കാൻ പ്രകാരം സാമൂഹിക പ്രത്യാഘാത പാനറിപ്പോർട്ട് തയ്യാറാക്കുന്നതിന് താഴെ പട്ടികയിൽ വിവരിക്കുന്ന ഭൂമിയിൽ ഉൾമുഖപരമായ, അവകാശമോ, താൽപ്പര്യങ്ങളോ ഉള്ള താങ്കളോ, താങ്കൾ പുറത്തുവെച്ചിട്ടുള്ളതായ 2021-00 മാഞ്ച് ബുഡെറ്റ് മാനുവൽ 6-00 തീയതി ഉച്ചകഴിഞ്ഞ് 2 മണിക്ക് വൈക സി.സി.പി. എൽ.എം. ആംഗ്ലോ ഇന്ത്യൻ ഹൈസ്കൂൾ (സെൻട്രൽ മേമ്പാട് റോഡ് ആംഗ്ലോ ഇന്ത്യൻ ചാരിറ്റബിൾ സൊസൈറ്റി) ഹാളിൽ വെച്ചു നടത്തുന്ന പൊതു അർഹമായ സ്വീകരണ യോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.

ക്രമ നമ്പർ	വിവരണം	വി. കെ. മെ	പേര്	
1	എറണാകുളം വില്ലേജ് 1016/2, 901/1, 1191/3, 1009/6, 1008/5, 6, 7, 8, 9, 10, 11, 1017/1, 2, 1221, 1222, 1027/3, 1027/1, 1028/1, 2, 3, 4, 5, 6, 8, 2391/3	നിലം പുരയിടം	0.4404	സെക്രട്ടറി, സ്പെക്കലൈസ് എമെൻഡ് അപ്പോർട്ട്മെന്റ് ഓരോപ്പസ് അസോസിയേഷൻ, സെക്രട്ടറി, ലിങ്ക് ഹൈസ്കൂൾ ഓരോപ്പസ് അസോസിയേഷൻ, റോബിന്ദ്രയ്യ, വിനോദ് മേനോൻ, ആനി, ജിജോ കെ.ജെ, പി.പ്രസാദ്, മോനിക്ക സെബിൻ, കൃഷ്ണമേനോൻ, ജോർജ്ജ്, എ.വി.ജോർജ്ജ്, എൻ.എ. ജോസഫ്, എൻ.എ. ജോസഫ്, പി.ജെ, ഫാ. ജോൺ ബർക്കുമാൻ, സ്പെക്കലൈസ് ഹി.സി. വി.സി.കുമാരൻ (Late), കൃഷ്ണമേനോൻ, വിനോദ്, ജ്യാനി കൃഷ്ണമേനോൻ, അക്രീമ, റ്റി.എസ്.വർഗ്ഗീസ്, റാബി, മേമ്പാട് ലയോൺ, സെന്റ്രൽ മേമ്പാട് റോഡ് ആംഗ്ലോ ഇന്ത്യൻ ചാരിറ്റബിൾ സൊസൈറ്റി
2	എറണാകുളം വില്ലേജ് 1006/1, 1015/2, 1006, 1046	നിലം പുരയിടം	0.0599	ഡബ്ല്യു. ജനറൽ മാനേജർ എച്ച്.ആർ. ഇന്ത്യൻ ഓയിൽ കോർപ്പറേഷൻ ലിമിറ്റഡ്, മോശാനി, വിജയൻ, മധു, സുഗത, പി.കെ.രാജി, എം.സി. ആന്റണി, സുരേഷ്, പി.കെ. തങ്കമ്മ, എൻ. എൻ.പാൾ, എൻ.എ.കെ. ജോർജ്ജ്, കെ.എൻ. ഐ. (അഡ്വ. കെ. ആർ. വിനോദ്)
ആകെ വിസ്തീർണ്ണം			0.5099	

പെരുമാൽ, സാമൂഹിക ആഘോഷ പാന യൂണിറ്റ്



സ്വീകർത്താവ്

നോട്ടീസ് / അറിയിപ്പ്

എറണാകുളം ജില്ലയിൽ കണയന്നൂർ താലൂക്കിൽ എറണാകുളം, എളംകുളം വില്ലേജുകളിൽ ഉൾപ്പെടുന്ന ഭൂമി, ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് എറണാകുളം അറ്റ്ലാന്റിസ് റെയിൽവേ ഓവർ ബ്രിഡ്ജ് - ഫേസ് - II നിർമ്മണത്തിനു വേണ്ടി 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 കേരള ഗസറ്റ് തീയതി ഫെബ്രുവരി 17, 2021, വിജ്ഞാപനം നമ്പർ സി2 - 2381/19 DCEKM തീയതി 15,ഫെബ്രുവരി 2021, അറിയിപ്പ് പ്രകാരം പ്രസ്തുത പ്രദേശത്ത് ഒരു സാമൂഹിക പ്രത്യാഘാത വിലയിരുത്തൽ പഠനം നടത്താൻ തീരുമാനിച്ചിട്ടുള്ളതാണ്. ആയതിനാൽ ഏറ്റെടുക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപര്യങ്ങളോ ഉള്ള താങ്കളോ താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ആളുകളോ, 2021-ാം മാണ്ട് ജൂലൈ മാസം 6 -ാം തീയതി ഉച്ചകഴിഞ്ഞ് 2.00 മണിക്ക്, തേവര സി.സി.പി.എൽ.എം. ആംഗ്ലോ ഇന്ത്യൻ ഹൈസ്കൂൾ (സെൻട്രൽ ബോർഡ് ഓഫ് ആംഗ്ലോ ഇന്ത്യൻ ചാരിറ്റബിൾ സൊസൈറ്റി) ഹാളിൽ വച്ച് നടത്തുന്ന പൊതു അഭിപ്രായ സ്വീകരണയോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.

സ്ഥലം : എറണാകുളം
തീയതി : 22/6/2021



ചെയർമാൻ
സാമൂഹിക പ്രത്യാഘാത പഠനയൂണിറ്റ്

സാമൂഹ്യ പ്രത്യാഘാത പഠനം



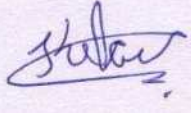
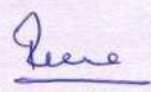




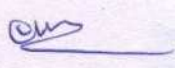

എറണാകുളം അറ്റ്ലാന്റിസ് റെയിൽവേ ഓവർ ബ്രിഡ്ജ് - ഫേസ് II

എറണാകുളം, എളംകുളം വില്ലേജ്, കണയന്നൂർ താലൂക്ക്, എറണാകുളം
0.5099 ഹെക്ടർ

പൊതു അഭിപ്രായ സ്വീകരണം


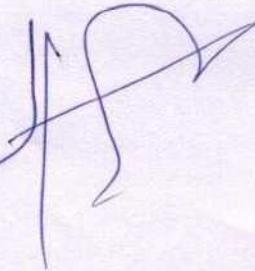

സ്ഥലം : തേവര സി.സി.പി.എൽ.എം. ആംഗ്ലോ ഇന്ത്യൻ ഹൈസ്കൂൾ ഹാൾ
തീയതി : 06/07/2021 സമയം 2 പി.എം.

ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
1 ✓	P.R. Ravin Chairman Develer Stuehly Community Cooperation	9895709571	
2 ✓	C.R. PETER EX-COUNCILLOR CHIRAMALATHI, THEVARA	9495571185	
3 ✓	Albert	9495295214	
4 ✓	T.N. Devarajan	8891012806	
5 ✓	K.P. Lathika Councillor Division - 60.	9496744372	
6 ✓	Thomas cleates Link Heights owners Association,	9744466999 0484-231228	
7 ✓	AV George Anjilithara (t1) Panampilly Nagar	7356927286	

ക്രമനം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
✓ 8	Rosy Leepan Nedumparambil Perumangal P.O Kochi - 682015	9847853772	
✓ 9	P. Preemudas Perumbadi/Thans Area Parampilly Nagar. P.O	9744550041	
✓ 10	Ketan - P.L 3A, Skyline Emerald P. Nagar	9846048670	
✓ 11	Reena Cheriau 5B Skyline Emerald P. Nagar	9447056888	
✓ 12	Jijo K.J. KATTIKATT - H. P - NAGAR.	9847441231	
✓ 13	Salu Jijo KATTIKATT - H	"	Salu
✓ 14	KUNJUMOL രോളിൻ പുതിയ വിട്ട അമ്പലമുക്ക്, കോളിം - 15	7356639446	
✓ 15	Ivy Joseph, Manu, Anu Naduvila Perambil (H) Parampilly Nagar.	8078739585	
✓ 16	JANCY KUNJUMOL Thottilpathiya veedu	9567728777	
✓ 17	THYSHI KUNJUMOL THOTTILPUTIYA VEEDU	9995151913	
✓ 18	RABI THOTTILPUTIYA VEEDU	963308 4816	

ക്രമനം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
19 ✓	ABHIRAMA P.S	7356991254	
20 ✓	Elizabeth Varguse Thottathil pullingal vedu.	9746629077	
21 ✓	VARGHESE.T.S. THOTTUPUTHIYA VEDU PERUMAMOR.	9446557300	
22 ✓	Antony P.S Linde Henghth	8547028687	
23 ✓	THARIAN JOSEPH. KANWARKAT HOUSE	9447459901	
24 ✓	Mr John Barchman attended by Paul Joseph Kannarkat	944650621	
25	ശ്രീമതി	.	
26 ✓	Paulose	9497038188	
27 ✓	M.A. George ansbarkulam, kann	 9746752613	
28	Rosey Leon	859044380	

29 ✓	Romio surthes Kochukeralathu. Iru Nannampallich near	94940689 27	Romy
30 ✓	ജി. ജി. ജി. ജി. ജി. ജി. കിളിയോട്, അമ്പലമുക്ക്	9895422551	JK
31 ✓	അമ്പലമുക്ക് വില 27	8606859765	JK
32 ✓	അമ്പലമുക്ക് അമ്പലമുക്ക്, അമ്പലമുക്ക്	9961915512	JK
33	Saly Joseph	956228954	Saly
34 ✓	അമ്പലമുക്ക് അമ്പലമുക്ക്, അമ്പലമുക്ക്	98472545 69	JK
35 ✓	അമ്പലമുക്ക് അമ്പലമുക്ക്	95624049 64	JK
36	അമ്പലമുക്ക്.	8281101621	JK
37	Cy li	9992152185	
38 ✓	S. Sasikala Counsellor.	9847004827	JK

39	Vineetha Thevara Kadu (11) Patharvayal P.O	9746165572	
40	K.R. Vinoy Kodikkal (8) Panampilly Nagar Koduvil - 36	9846091338	
41	C.R. PETER EX COUNCILLOR DIV - 58 KONITHU ROOTHY	9495571185	<u>C.R. Peter</u>
42	Thamkadas Kavivaidyathal, Panampali Nagar	9645258266	
43	Griseesh. S. Pambillytharua	9349247400	<u>Grishu</u>
44	Alex M. C. Moomukoolingal	7012661524	<u>Alex</u>

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കേരള സർക്കാർ
Government of Kerala
2021



Regn.No. KERBIL/2012/45073
dated 05-09-2012 with RNI
Reg No.KI/TV(N)/634/2018-20

കേരള ഗസറ്റ് KERALA GAZETTE

അസാധാരണം EXTRAORDINARY

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്
PUBLISHED BY AUTHORITY

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	Thiruvananthapuram, Wednesday	1196 കുംഭം 5 5th Kumbham 1196 1942 മാഘം 28 28th Magha 1942		

ഫാറം നമ്പർ 4
(ചട്ടം 11 (3) കാണുക)

വിജ്ഞാപനം

C2-2381/19/DCEKM

2021 ഫെബ്രുവരി, 15

ഇതോടൊപ്പമുള്ള പട്ടികയിൽ വിവരിച്ചിട്ടുള്ള ഭൂമി ഒരു പൊതു ആവശ്യത്തിന് അതായത് എറണാകുളം അറ്റ് ലാന്റിംഗ് റെയിൽവേ ഓവർ ബ്രിഡ്ജ് -ഫേസ് II- നിർമ്മാണത്തിന് വേണ്ടി ആവശ്യമുണ്ടെന്നോ ആവശ്യമുണ്ടായേക്കാമെന്നോ കേരള സർക്കാരിന് ബോധ്യപ്പെട്ടിരിക്കുന്നതിനാലും ;

2013 ലെ ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ടപരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും പുനഃസ്ഥാപനത്തിനുമുള്ള അവകാശ ആക്ട് (കേന്ദ്ര ആക്ട് 30/2013) വകുപ്പ് 4 (1) ലെ വ്യവസ്ഥകൾക്കനുസൃതമായി താഴെ പട്ടികയിൽ പറയുന്ന സ്ഥലത്ത് ഒരു സാമൂഹ്യ പ്രത്യാഘാത വിലയിരുത്തൽ പഠനം നടത്തുന്നതിന്



തീരുമാനിച്ചിരിക്കുന്നതിനാലും ;

ഇപ്പോൾ തന്മൂലം ജില്ലാതല സാമൂഹ്യ പ്രത്യാഘാത വിലയിരുത്തൽ പഠന യൂണിറ്റായ കേരള വോളണ്ടറി ഹെൽത്ത് സർവ്വീസസ്, കോട്ടയം എന്ന യൂണിറ്റിനെ നിയമം അനുശാസിക്കുന്ന രീതിയിലുള്ള സാമൂഹ്യ പ്രത്യാഘാത വിലയിരുത്തൽ പഠനം നടത്തുന്നതിനും സാമൂഹ്യ പ്രത്യാഘാത നിർവ്വഹണ പദ്ധതി തയ്യാറാക്കുന്നതിനും ചുമതലപ്പെടുത്തുന്നു. ഈ പ്രക്രിയ 30 ദിവസത്തിനകം തീർക്കേണ്ടതാണ്. ഒരു കാരണവശാലും 2 മാസത്തിൽ കൂടുവാൻ പാടുള്ളതല്ല.

പട്ടിക
(ഏകദേശ വിസ്തീർണ്ണം ചേർത്തിരിക്കുന്നു)
ജില്ല : എറണാകുളം താലൂക്ക് : കണയന്നൂർ

വില്ലേജ് : എറണാകുളം

ക്രമ നമ്പർ	സർവ്വേ നമ്പർ	വിവരണം	വിസ്തീർണ്ണം ഹെക്ടറിൽ (ഹെ-ആർ-ച.മീ)
1	1008	നിലം	0.0016
2	1017	പുരയിടം	0.0018
3	1017	പുരയിടം	0.0003
4	1027	നിലം	0.0324
5	1027	നിലം	0.0152
6	1028	നിലം	0.1253
7	1028	നിലം	0.0180
8	1028	നിലം	0.1228
9	1028	നിലം	0.0110
10	1028	നിലം	0.0310
11	1028	നിലം	0.0005
12	1191	നിലം	0.0121
13	1222	പുരയിടം	0.0202
14	1221	പുരയിടം	0.0482
ആകെ			0.4404



വില്ലേജ് : എളംകുളം

ക്രമ നമ്പർ	സർവ്വേ നമ്പർ	വിവരണം	വിസ്തീർണ്ണം ഹെക്ടറിൽ (ഹെ-ആർ-ച.മീ)
1	906	നിലം	0.0445
2	1066	പുരയിടം	0.0050
3	1046	നിലം	0.0200
ആകെ			0.0695

ആകെ വിസ്തീർണ്ണം ഹെക്ടറിൽ 0.5099

(ഒപ്പ്)

ജില്ലാ കളക്ടർ, എറണാകുളം



To

സ്പെഷ്യൽ തഹസീൽദാർ (LA)
അറ്റ്ലാന്റിക് ROB
Kochi Corp., Vyttila.

From,

P.Premdas
Perumpillythara House
Panampilly Nagar P.O

സർ,

എന്റെ കുടുംബം 100 വർഷത്തിലേറേയായ് പെരുമാനുർ ദേശത്തു ആദ്യമായ് വന്ന കുടുംബങ്ങളിലൊന്നാണ്. ഇവിടത്തെ ഭൂരിപക്ഷം കൃഷിയിടങ്ങളും നോക്കിയിരുന്നതും എന്റെ അമ്മയുടെ അച്ഛനായ പെരുമ്പിള്ളിള്ളിത്തറ ചോതിയാണ്. 55 വർഷങ്ങൾക്കു മുൻപേ അദ്ദേഹം മരണപ്പെട്ടു. കുടികിടപ്പായ് മൂന്നു സെന്റ് സ്ഥലവും കിട്ടി. എന്നാൽ എന്റെ അപ്പുപ്പനമ്മമാർക്ക് ഇതുവരെ യാതൊരു പ്രതിഫലവും തന്നിട്ടില്ല. എന്നാൽ മൂന്നു സെന്റ് സ്ഥലവും കൂടി മുതലാളിയിൽ നിന്നു ഞങ്ങൾ പൈസ കൊടുത്തു വാങ്ങിച്ചു. ആ സ്ഥലത്താണ് ഞാൻ താമസിച്ചിരുന്നത്. എന്നാൽ അറ്റ്ലാന്റിക് ROB യുമായ് ബന്ധപ്പെട്ട പാലത്തിനുവേണ്ടി സ്ഥലം ഞാൻ വിട്ടുകൊടുത്തു. എന്നാൽ ഞാൻ വാങ്ങിയ സ്ഥലത്ത് GCDA യുടെ ഒരു സെന്റോളം സ്ഥലം ഉണ്ടെന്നു പറഞ്ഞു. ഒന്നര സെന്റിന്റെ തുകയാണ് എനിക്കു ആകെ കിട്ടിയത്. എന്നാൽ ഇക്കാര്യം ചൂണ്ടിക്കാട്ടി ഞാൻ വൈറ്റില ഓഫീസിൽ നിരവധി തവണ കയറിയിറങ്ങിയെങ്കിലും മുതലാളിയുമായി സംസാരിച്ചു പരിഹാരമുണ്ടാക്കാൻ അവിടുന്നു പറഞ്ഞു. മുതലാളിയുടെ രണ്ടു മക്കൾ എന്റെ വീട്ടിൽ വന്നു സംസാരിക്കുകയും കാര്യം അവർക്കു ബോധ്യമാകുകയും ചെയ്തു. ഒരു മാസത്തിനുള്ളിൽ പരിഹാരം ഉണ്ടാക്കാം എന്നു പറഞ്ഞുപോയിട്ട് എട്ടുവർഷക്കാലത്തോളമായി.

ആയതുകൊണ്ട് എന്റെ സ്ഥലത്തിനോടുകൂടിക്കിടക്കുന്ന മുതലാളിയുടെ സ്ഥലവും പാലത്തിന്റെ അളവിൽ ഉൾപ്പെടുന്നുണ്ട്. അതിൽ നിന്നും എന്റെ നഷ്ടമായ സ്ഥലത്തിന്റെ തുക അവരിൽ നിന്ന് ഈടാക്കിത്തരണമെന്ന് അപേക്ഷിക്കുന്നു.

രണ്ടാമത് എന്റെ സ്ഥലത്തിനോട് തെക്കു പടിഞ്ഞാറു മൂലയ്ക്ക് 29 വർഷങ്ങൾക്കു മുൻപ് പണിത ഒരു കൊച്ചു വീടുണ്ടായിരുന്നു. അവിടെ താമസിക്കാൻ തൽക്കാലത്തേക്ക് എന്നു പറഞ്ഞു ശാരദ എന്നൊരു ഞങ്ങളുടെ ബന്ധു അവിടെ താമസിച്ചിരുന്നു. എന്നാൽ അവർ അവിടെ നിന്നു മാറിത്തരാൻ തയ്യാറായില്ല. അതിന്റെ പേരിൽ എറണാകുളം മുൻസിഫ് കോടതിയിൽ (OS.No.445 of 1991) കേസ്സ് ഫയൽ ചെയ്തു 29 വർഷങ്ങൾ ആ കേസ്സ് നടത്തി.

2006 ജൂൺ 29 നു കേസ് വിധിയായി ഒരു ലക്ഷത്തി പതിനായിരം രൂപ കൊടുത്തു അവരെ ഒഴിപ്പിച്ചു. ആ ഷെയ് ഇൗ കഴിഞ്ഞയിടക്കുണ്ടായ കാറ്റിൽ നിലം പൊത്തി. പക്ഷെ ആ വീടിന്റെ യാതൊരു പ്രതിഫലവും അവിടുന്നു തന്നില്ല. സ്ഥലം പാലത്തിനായ് വിട്ടുതന്നെങ്കിലും എനിക്കു കനത്ത നഷ്ടമാണ് ഉണ്ടായത്. 29 വർഷം വക്കീലിനായ് കൊടുത്ത തുക എത്രയെന്ന് പറയേണ്ടതില്ലല്ലോ.

കൂടാതെ പഴയ അളവിൽ നിന്നും വീണ്ടും ഒരടി കൂടി എന്റെ സ്ഥലത്തേക്ക് മാറിയിട്ടുണ്ട് അതു ഉടൻ പരിഹരിക്കണം.

6-ാം തീയതി മീറ്റിംഗ് കഴിഞ്ഞാൽ പരിഹാരമായില്ലെങ്കിൽ ദേശീയ SC/ST കമ്മീഷൻ, മനുഷ്യവകാശ കമ്മീഷൻ, മറ്റു കോടതി കേസുകളുമായി ഞാൻ മുന്നോട്ടുപോകും.

ഈ പാലത്തിനുവേണ്ടി ഞാൻ നിങ്ങളോട് ആത്മാർത്ഥമായി സഹകരിച്ചയാളെന്ന നിലയിൽ മനുഷ്യത്വപരമായ സമീപനം അങ്ങയിൽ നിന്നുണ്ടാകണമെന്ന് അപേക്ഷിക്കുന്നു.

എന്ന്


05/07/21
പ്രൊഭാസ്

പെരുമ്പിള്ളിത്തറ വീട്
പനമ്പിള്ളിനഗർ. പി.ഒ
കൊച്ചി- 682036
9744550041
7907743386

BEFORE THE HON'BLE MUNSIF'S COURT OF ERNAKULAM

I.A.No. 878 of 2000

In

O.S.No. 445 of 1991

Sarada and another

.....

Plaintiffs/Petitioners

Vs.

Santha and others

.....

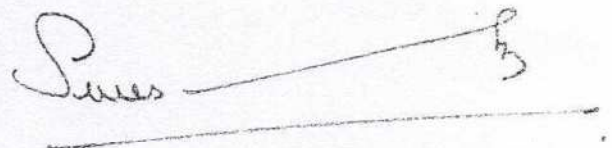
Defendants/Respondents

STATEMENT FILED BY COUNSEL FOR THE PETITIONERS

The dispute between the parties has been settled out of Court amicably. As per the settlement, the petitioners have released their right in the Plaint Schedule Properties as found by this Hon'ble Court in the preliminary decree as per registered Release Deed.

Hence the final decree petition is not pressed may be dismissed.

Dated this the 29th day of June 2006.



P. SURESH
Counsel for the Plaintiffs/Petitioners



27-11-2006

26

PRESENTED BY 29/06/2006

BEFORE THE HON'BLE
MUNICIPAL COURT, ERNAKULAM

L.A.No. 878 of 2000

in

O.S.No. 445 of 1991 **FDA**

Sarada and another ::::: Plaintiff /
Petitioners

Vs.

Santha and others ::::: Defendant /
Respondents

Hg 29-6-06

STATEMENT FILED BY COUNSEL
FOR THE PETITIONERS

True Photocopy

Signature

Received
29/6/06
Printed copy
Vikraman
29.6.06
Smt R. Mahalingam
Advocate

കേരള സംസ്ഥാന മനുഷ്യാവകാശ കമ്മീഷൻ, തിരുവനന്തപുരം.

ഹാജർ:

ശ്രീ ജസ്റ്റീസ് ജെ.ബി.കോശി, ബഹു: ചെയർപേഴ്സൺ

2013 ഡിസംബർ മാസം 2-ാം തീയതി

എച്.ആർ.എം.പി. നമ്പർ: 7151 /2013

പരാതിക്കാരൻ : സാലി ജിജോ, കട്ടിക്ക്ട്ട് ഹൗസ്, വീട് നമ്പർ
27/1135എ, പനമ്പിള്ളി നഗർ, കൊച്ചി - 682036.
എതിർകക്ഷി :

തീർപ്പ്

ജില്ലാ കളക്ടർ റിപ്പോർട്ട് ഫയൽ ചെയ്തു. റിപ്പോർട്ടിൽ പൊന്നുംവില നിയമപ്രകാരം സ്ഥലവിലയായി 25,79,724/- രൂപയും കാലപ്പഴക്കം കണക്കാക്കാതെ കെട്ടിട വിലയായി 12,32,873/- രൂപയും പരാതിക്കാരന് നൽകുന്നതാണെന്നും, പുനരധിവാസത്തിനായി എറണാകുളം വില്ലേജിലെ 2389/1,2,3,4,5,6 എന്നീ സർവ്വേ നമ്പരുകളിൽപ്പെട്ട 43.13 ആർ സ്ഥലം ഏറ്റെടുക്കുന്നതിനുള്ള നടപടികൾ എടുത്തുവരുന്നു എന്നും റിപ്പോർട്ട് ചെയ്തു. ഏതായാലും നഷ്ടപരിഹാരം നൽകാതെയും പുനരധിവാസത്തിന് ഭൂമി നൽകാതെയും പരാതിക്കാരനെയും കുടുംബത്തെയും ഇപ്പോൾ താമസിക്കുന്ന വീട്ടിൽ നിന്നും ഒഴിപ്പിക്കുവാൻ പാടില്ല. മറ്റ് സൗകര്യങ്ങളുള്ളവർ ഒഴിഞ്ഞുപോയി എന്നുള്ളത് പരാതിക്കാരനെയും കുടുംബത്തെയും പുനരധിവാസത്തിന് സൗകര്യം നൽകാതെ ഒഴിപ്പിക്കുന്നതിന് ന്യായീകരണമല്ല.

ഈ നടപടിയുടെ പകർപ്പ്, റിപ്പോർട്ടിന്റെ പകർപ്പ് സഹിതം പരാതിക്കാരനും എറണാകുളം ജില്ലാ കളക്ടർക്കും അയച്ചുകൊടുക്കുക..

ഒപ്പ്/-
ജസ്റ്റീസ് ജെ.ബി.കോശി,
ചെയർപേഴ്സൺ

//ശരിപ്പകർപ്പ്//



Bhargaveerath's Devi-R
രജിസ്ട്രാർ

എറണാകുളം

6/7/2021

റോഡി ലെയോൺ,

ചരതലായ റോഡി N.V ലെയോൺ വിധവ

നെടുമ്പാറയിൽ ഹൗസ് 27/3317

PIN - 682015

ന്യൂനകർമ്മാവ് :

അദ്ധ്യക്ഷൻ

ചെരുമാനുക ഭേദപാലം സാമൂഹ്യചാര

പഠന സമിതി

എറണാകുളം

സർ / മാഡം

വിഷയം : ചെരുമാനുക ഭേദപാലം -

സാമൂഹ്യചാര പഠന

സഭാ ഹർജി സർച്ചനം
പറമ്പിച്ച്.

വിട്ടുനമ്പർ - 27/3317.

1. ഞാൻ ഭേദ സമയനവിട്ടിൽ ദുരുപകാര

നിയമനകരായ പ്രായത്തിന്റേതായ രോഗങ്ങളും

അയമനകരായും. അദ്ദേഹത്തിൽ ഭേദപാലത്തിനായി

എന്റെ വിട്ടും സമയവും ഏറ്റെടുക്കുന്നപക്ഷം

ഇവിടെ അടുത്ത പ്രദേശത്ത് വിട്ടും സമയവും

നൽകാൻ സഹായിക്കണമെന്ന് നാല്പതു മനോഭാവത്തോടെ

എൻ റോഡ

റോഡി ലെയോൺ

കൊച്ചി നഗരസഭ



ഫോൺ { 2369007, 2369196
2369143, 2369149
2369197, 2369069

ഫാക്സ് 91-484-2369023

കോർപ്പറേഷൻ ഓഫീസ്
പി.ബി. നമ്പർ 1018
എറണാകുളം, കൊച്ചി 682 011

130/CERS/15154/20

04/11/2020

സാക്ഷ്യപത്രം

കൊച്ചി നഗരസഭ അസ്സസ്മെന്റ് രജിസ്റ്റർ പ്രകാരം 27.133.17 (P) UA
നമ്പർ കെട്ടിടം N.V. Layan എന്നിവരുടെ
ഉടമസ്ഥതയിലുള്ളതാണെന്നും, ടി കെട്ടിടം 1976 കാലയളവിനു മുൻപ്
അസ്സസ് ചെയ്തിട്ടുള്ളതാണെന്നും ഇതിനാൽ സാക്ഷ്യപ്പെടുത്തുന്നു.

ടി സാക്ഷ്യപത്രം നഗരസഭ Tahasildar, Kanayannur Taluk office
പാജരാക്കുന്നതിനു വേണ്ടി മാത്രം നൽകിയിട്ടുള്ളതാണ്.



Smt. Rosy Layan & others,
Nedumparambil
& Near Anglo Indian Road,
Perumanoor

Banish
റവന്യൂ വിഭാഗം
T.S.

Compared with the original
and found to be a true copy
of the original

Vimal Raj M.B.
11/11/2020

VIMAL RAJ.M.B.
ADVOCATE & NOTARY
OLD RLY.STN. ROAD
KOMBARA JN.KOCHI-18,
KERALA,INDIA





കൊച്ചി മുനിസിപ്പൽ കോർപ്പറേഷൻ

0139524

ജനസേവനകേന്ദ്രം

RECEIPT

CASH GST = 72AAALC1079KZZB
Receipt No. 017121010103835
Date 02-Jul-2021

Demand No. :
Receipt Book :
Name : N V LEYON
Address : 61/ 1377 -A

No.	Item	Period	Arrear (Rs.)	Current (Rs.)
	Property Tax			
	Arrears for Property Taxes (Current)	2021-22/1HF		50.00
	Arrears for Property Taxes (Current)	2021-22/		3.00
	Arrears for Property Taxes (Current)	2021-22/2HF		50.00
	Arrears for Property Taxes (Current)	2021-22/		3.00
TOTAL (Rs.)				106.00

Remarks: One Hundred and Six Rupees Only

Counter No :
Staff : Cash B&D

VINITHA C V Secretary

LEGAL HEIRSHIP CERTIFICATE

Smt.Rosy Leyon, Nedumparambil House, Perumanoor Desom, **Ernakulam Village** in Kanayannur Taluk, Ernakulam District of Kerala State has applied for a legal heirship certificate of her husband named N.V Leyon .

On verification of the report of Village Officer, Ernakulam Village and the death certificate from the concerned Authority and other concerned records; it was revealed that N.V Leyon of the above address, Kanayannur Taluk, Ernakulam District of Kerala State, expired on 09/07/2016 and he is survived by the following legal heirs.

Sl.No	Name	Age	Relationship
1	Rosy Leyon	67	Wife
2	Varghese N L	46	Son
3	Antony N L	42	Son
4	Elizabeth N L	39	Daughter

A notification to the above effect has been published at Page No. 2781 Sl.No.5 of Kerala Gazette No. 13 dated 27th March 2018 stating that objection if any in issuing the Legal Heirship Certificate as above should be filed in this office within 30 days from the date of publication of the notification in the Gazette.

No objection has been received in this office within the prescribed period.Hence it is certified that the aforesaid 4(four) persons are the legal heirs of the late N.V Leyon.

This certificate is issued for receiving all the pensionary and other service benefits without monetary limits and for any other purpose up to Rs.4,00,000/- (Rupees Four Lakhs Only).



TAHSILDAR

VRINDA DEVI. N.R
TAHSILDAR
KANAYANNUR

ഗ്യാസ് കൺസ്യൂമർ നമ്പർ **19003/ബി പി സി** സിലിണ്ടറുകളുടെ എണ്ണം **2** വൈദ്യുതീകരിച്ചത്

അധികാരപ്പെടുത്തിയ ചില്ലറ വിലപനക്കാരുടെ പേരും മേൽവിലാസവും അധികാര പത്രത്തിന്റെ നമ്പരും } **ARD NO : 76**

റേഷൻ കാർഡ് രജിസ്റ്ററിലെ ക്രമനമ്പർ : **75**

റേഷൻ കാർഡ് പുറത്തിയ തീയതി : **15-03-2017**

കുടുംബനാഥൻ/നാഥയുടെ ഒപ്പ് അധികാരപ്പെടുത്തിയ ചില്ലറ വിലപനക്കാരുടെ ഒപ്പ്

കുറിപ്പ്: -ഈ റേഷൻ കാർഡ് പണയപ്പെടുത്തുന്നതോ കൈമാറ്റം ചെയ്യുന്നതോ കേരള റേഷനിംഗ് ഉത്തരവ് പ്രകാരം കർമ്മമാണ്.

Issuing Authority: സി.ആർ.ഒ.എറണാകുളം

Phone: 0484 2403316

NIC

2 2 3 1 6 3 4 7 2 2 5 2 1 1 3 4






റേഷൻ കാർഡ്

പൊതു വിഭാഗം	റേഷൻ കാർഡ് നമ്പർ	1732025410
താലൂക്ക്	:	സി.ആർ.ഒ.എറണാകുളം
ഉടമയുടെ പേര്	:	റോസി
മേൽവിലാസം	:	നെടുമ്പറമ്പിൽ ഹൗസ്, പെരുമാന്തൂർ
പഞ്ചായത്ത്/മുനിസിപ്പാലിറ്റി/കോർപ്പറേഷൻ	:	കൊച്ചി
വാർഡ് നമ്പർ	:	61
വീട്ട് നമ്പർ	:	1370
റേഷൻ അർഹതയുള്ള അംഗങ്ങളുടെ എണ്ണം	:	7
കുടുംബത്തിന്റെ മാസവരുമാനം	:	1250
തീയതി	:	15-03-2017



താലൂക്ക് സപ്ലൈ ഓഫീസറുടെയോ സിറ്റി റേഷനിംഗ് ഓഫീസറുടെയോ ഒപ്പ്

കാർഡിൽ ഉൾപ്പെട്ടിരിക്കുന്നവർ * അന്നപുരത്തു അംഗം NRK- കേരളത്തിന് പുറത്തുള്ളവർ

Mem Id	ക്രമ നമ്പർ	പേര്	ബന്ധം	വയസ്സ്	തൊഴിൽ	വരുമാനം	NRK
1	1	റോസി	ഉടമ	66	ഗൃഹഭരണം		
4	2	XXXXXXXXXX	XXXXXXXXXX		XXXXXXXXXX		
5	3	XXXXXXXXXX	XXXXXXXXXX	40	സംരക്ഷണ കമ്മീഷണറിയം		
8	4	XXXXXXXXXX	XXXXXXXXXX		XXXXXXXXXX		
7	5	XXXXXXXXXX	XXXXXXXXXX		XXXXXXXXXX		
2	6	എൻ.വി.ലെയോൺ	ഭർത്താവ്	75	കുലി	1250	
6	7	XXXXXXXXXX	XXXXXXXXXX		XXXXXXXXXX		

അംഗങ്ങളുടെ ആകെ എണ്ണം : 7

Relief kit issued No. 118

3/4/18

Sl-Nr-2, 3, 4, 5, 7 - വർദ്ധിച്ച്,
 തിരുവനന്തിലി ലിഡോൺസ്, റോസിലിൻ
 ലിഡ് - Form issued to

Relief coupon issued (widow)

paraman & kochu

APR 3/4/18
 MAY 26/18

3/11/18

3 21/1/19
 City Rationing Officer
 Ernakulam

SKYLINE EMERALD APARTMENT OWNERS' ASSOCIATION

Panampilly Nagar, Cochin – 682 036. Tel : 0484- 4012245

President

A O Thomas
Tel : 9447056889
0484- 2322835

Secretary

Ms. Reena Cherian
Tel : 9447056889

Treasurer

Ms. Rajamma Varghese
Tel : 9847031463
0484-231126

Committee Members

K Hariharan
Tel:9846120349
0484-2321467

Teena Nair
Tel: 9745812518

Poonam Lakhani
Tel : 9447728670

Vinu Mammen
Tel : 9809509555

N.Sugathan
Tel: 8136800887
0484- 2322835

Aisha Aboobacker
0484-2318166
0447713066

TO

The Chairman
Social Impact Assessment Unit,
Camp. Thevara

6-7-2021

Dear Sir,

Sub: Proposal to acquire portion of land from Skyline Emerald Premises at Panampilly Nagar, for road work from Atlantis to Panampilly Avenue.

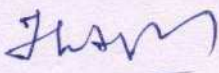
We have been informed by your office to attend the public hearing to be held at Thevara on 6th July 2021. We have the following submissions to mark.

- 1) The portion of the land proposed to be cut out from the internal roads is close to the compound wall on the Perandur Canal side. Rebuilding of this compound wall very close to this 14 storied apartment building calls for much precautions. Resiting underground waste waters tanks, rerouting waterline, cable, hydrant posts etc, and relaying the pavement are involved.
- 2) Curtailing the width of the already narrow internal road will make as few parking slots unserviceable. Feasibility of a new gate to the front side may have to be studied.
- 3) We have been pointing out about the risks involved in the reconstruction works and the dislocation that will affect the day to day life of residents during the reconstruction period, we still appeal to you to look into the feasibility of accommodating the project without the acquisition of the portion of the land proposed.

We look forward for your early favorable response.

Thanking you
Yours faithfully

For Skyline Emerald Apartment Owners Association


A.O Thomas
President



ബഹുമാനപ്പെട്ട സാമൂഹിക പ്രത്യാഘാത പഠന യൂണിറ്റ് ചെയർമാൻ മുമ്പാകെ കണയന്നൂർ താലൂക്ക്, എറണാകുളം വില്ലേജ്, പനമ്പിള്ളി നഗർ ക്രോസ് റോഡിൽ നടവിലപറമ്പിൽ ആൽബർട്ട് മകൻ 54 വയസ്സ് ജോസഫ് ബോധിപ്പിക്കുന്നത്.


വിഷയം : അറ്റ്ലാന്റിസ് ROB ഫേസ് 2-മായി ബന്ധപ്പെട്ട് എനിക്ക് 22-6-2021- തീയതി വെച്ച് അയച്ചിട്ടുള്ള നോട്ടീസ്.

സർ,

ഞാൻ രണ്ടു കാലുകളും തളർന്ന 80% വികലാംഗനായ ഒരു വ്യക്തിയും രണ്ടു പെൺമക്കളും ഭാര്യയും അടങ്ങുന്ന കുടുംബത്തിന്റെ നാഥനുംമാകുന്നു. എളംകുളം വില്ലേജിലെ സർവ്വെ നമ്പർ 1027/1-16-ൽ പെട്ട 3.150 സെന്റ് വിസ്തീർണ്ണമുള്ള സ്ഥലത്ത് ഹൗസ് നമ്പർ 60/408 നമ്പർ വീട്ടിലാണ് ഞങ്ങൾ താമസിക്കുന്നത്. ഞാനും ഭാര്യയും ജീവിതമാർഗ്ഗമായി കാറ്ററിംഗ് യൂണിറ്റ് വീടിനോട് അടുത്ത് നിർമ്മിച്ചിട്ടുള്ള covered ഏരിയയിൽ നടത്തി വരുന്നതാകുന്നു. മേപ്പടി വീടിന്റെ മുൻവശം നിർമ്മാണ പ്രവർത്തനത്തിനായി ഏറ്റെടുക്കുമ്പോൾ എന്റെ വീടിന്റെ വാട്ടർ ടാങ്ക്, കാറ്ററിംഗ് യൂണിറ്റിന്റെ പ്രവർത്തനം നടക്കുന്ന സ്ഥലം എന്റെ വീടിന്റെ രണ്ടാം നിലയിലേക്കുള്ള സ്റ്റെയർകേസ് എന്നിവ നശിച്ചു പോകുന്നതും കാറ്ററിംഗ് പ്രവർത്തനം പൂർണ്ണമായി അവസാനിക്കുകയും എന്റെ വീടിന്റെ രണ്ടാം നിലയിലേക്ക് പ്രവേശനമാർഗ്ഗം അടയുന്നതുമൂലം വാടകയ്ക്ക് കൊടുക്കാൻ സാധിക്കാതെ ആ വരുമാനമാർഗ്ഗവും അടക്കുന്നതാണ്. എന്റെ ഏക സഞ്ചാരമാർഗ്ഗമായ മുച്ചക്രവാഹനം നിർമ്മാണ പ്രവർത്തനം നടക്കുമ്പോഴും അതിനു ശേഷവും വീടിനോട് അടുപ്പിച്ചുകൊണ്ട് വരുവാൻ സാധിക്കാത്ത അവസ്ഥയിൽ ഞാൻ നിസ്സഹായ അവസ്ഥയിൽ എത്തുകയും ചെയ്യും.

ഇതിനെല്ലാം ഉപരിയായി നിർമ്മാണ പ്രവർത്തനങ്ങൾ നടക്കുമ്പോൾ ഉണ്ടാകുന്ന shake മൂലം കെട്ടിടം നാശമോശമാകാൻ സാധ്യത ഉള്ളതിനാൽ എന്റെ നിസ്സഹായാവസ്ഥ പരിണിച്ച് പുതിയ വീട് അനുബന്ധ സൗകര്യങ്ങളോടു കൂടി നിർമ്മിക്കുന്നതിന് ആവശ്യമായ ധനസഹായം നഷ്ട പരിഹാര തുകയിൽ ഉൾപ്പെടുത്തു അനുവദിക്കണമെന്ന് താഴ്മയായി അപേക്ഷിക്കുന്നു.

പനമ്പിള്ളിനഗർ
30-06-2021


ജോസഫ്