

**Social Impact Assessment Study
of**

**Construction of ROB in lieu of Railway LC No.288
between Uppala and Manjeswar Stations
Uppala Village of Manjeswaram Taluk of
Kasaragod District
(47.17 Ares)**

**Final Report
Date: 10/01/2022**

Requiring Agency
**Kerala Rail Development Corporation Ltd.
(KRDCL)**

By
KERALA VOLUNTARY HEALTH SERVICES
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CHAPTER 1 EXECUTIVE SUMMARY

1.1. Introduction – Project and Public purpose

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 1-15 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 bypasses is time consuming and more land to be acquired and many a time the purpose is not meet successfully.

Uppala is a small town in which Kozhikkodu-Mangalapuram national High Way is passing through. Between National High Way and the Western coast is a thickly populated area in Northern Districts of Kerala especially Kasargod and Kannur. Kozhikkodu-Mangalapuram railway line also passing through this area. Therefore several railway crossings both authorized and

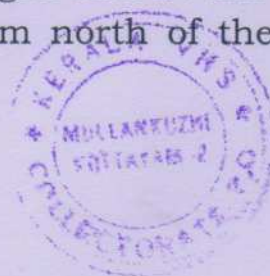


unauthorized are existing in these areas. Uppala railway cross is one of the major Manned railway cross in the northern part of Kerala. The Costal road towards Manjeswaram and Manjeswarm fishing harbor are connecting to National High Way through this level cross. This increasing the importance of the level cross. The level cross which situated very near to the national High Way is causing traffic congestion in National High Way also. More over Kozhikkodu- Mangalapuram railway reach is one of the heavy section of Indian Railway. Therefore people who are residing in the costal side always demanded for an over bridge in the level cross because they lose lot of time due to the closing of railway Gate. People in the area under the leadership of people's representatives formed an action committee and submitted several representation to Government and Rail way authorities. Few agitations were also conducted for pressurize government for their demands. This shows an over whelming support from all sections of population for the demand of construction of an over bridge in Uppala Railway gate.

The Government of Kerala (GOK), through Kerala Rail Development Corporation (K-Rail) which is a joint venture of Kerala Government and Indian railway is now planning to construct Uppala Over Bridge in Uppala Railway Cross of Kasargod District and administrative sanction for land acquisition for the above purpose. This Social Impact Assessment Study report was prepared by Kerala Voluntary Health Services based on the 4(1) notification issued as part of the land acquisition process.

1.2 Location

The Project area is located very near to Uppala Town which is a town and Headquarters of Manjeshwaram Taluk in Kasaragod district. It is geographically located midway from Kasaragod to Mangalore. It is around 22 km north of Kasaragod and 24 km south of Mangalore. Uppala is located about 586 km north of the state



capital, Thiruvananthapuram. National Highway 66, which used to be known as NH 17, passes through the town. Uppala used to be known as Kurchipalla and one of the fastest growing urban settlements in the district. Uppala is located near the Arabian Sea, and has a very low elevation of nine meters. The area is densely populated especially the costal belt, near the National Highway 66. It is a major business hub in the district and also contributed for the rise in remittance in the state, in the most prevalent sectors like real estate, infrastructure, financial institutions, hospitality and healthcare. The People in the area speak many languages such as Malayalam, Urdu and Tulu. It has been selected as the center of Urdu language in the region. Uppala is the taluk headquarters of Manjeshwaram Taluk, which was carved out from Kasaragod Taluk. Uppala town belongs to Mangalpady Gram panchayat.

Uppala Gate is a small town in Uppala, which located about 1 kilometer (0.62 mi) north from the Uppala town. The railway gate is located here. Local roads have access to National Highway No.66 which connects to Mangalore in the north and Calicut in the south. The nearest railway station is Manjeshwar on Mangalore-Palakkad line. This locality is an essentially multi-lingual region. Like Uppala Town people here are also speak Malayalam, Kannada, Tulu, Bearybashe, Urdu and Konkani.

Project Area

The proposed Uppala Railway Over Bridge project starts from the Uppala junction of National Highway 66 approximately 200 meters northwards, proceed towards west, continue parallel to the Kasaragod - Mangalore Railway Line and end at the Uppala - Manjeswaram Coastal Highway on the west side. High Commercial importance land in the National High Way side, land with Railway approach road access, Land with access to Uppala- Manjeswaram costal road and land with private road access are the types of land



affected by the project. No agriculture land is affected except a land with commercial trees like "Manjiyam". Two residential land portion is also affected. Few structures like, Compound wall, a permanent Shed adjacent to a house, a non-residential hose which is under construction are affected structures in the area. A drinking water well of a residence is also partially affected. There is no significant agricultural activity on any land.

1.3 Size and Attributes of Land Acquisition

(A) Land Acquisition Authority

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

(B) Requisition Agency

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

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



(C) Details of project affected families

Eight landowners who lost land for the project are the primary project affected Title Holders. Of these, the landowner who completely loses his High Commercial land with National Highway front age is the most affected Title Holder of the project. One Title holder who lost the frontage of his newly built but remains unfinished residence is a vulnerable family and need special care and attention during rehabilitation. Only one project affected family is living in the project area. All other project affected title holders are in middle class. The Education status shows that all are above 10th standard. Trade is the livelihood of all except one. All the project affected persons belongs to Muslim community and living near by the project area. The average age of project affected persons is 43 years.

(D) Details of the acquiring land

The land proposed to be acquired for the project is 47.17 Are (0.4717 Heaters) which belongs to eight title holders. A land plot with high Commercial importance in the National High Way side, land with Railway approach road access, Land with access to Uppala- Manjeswaram costal road and land with private road access are the types of land affected by the project. No agriculture land is affected except a land with commercial trees like "Manjiyam". Two residential land portion is also affected. Few structures like, Compound wall, a permanent Shed adjacent to a house, a non-residential hose which is under construction are affected structures in the area. A drinking water well of a residence is also partially affected. There is no significant agricultural activity on any land.



1.4. Public Hearing - On 21-12-2021 at the House premise of Mr. Hameed Podiya, MehrajManzil, Uppala.

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. A notice has been served directly for informing about the public hearing. In continuation of this all project affected title holders contacted through phone calls. The copy of notice was served to MLA, Grama Panchayat Office, Ward Members, Village Office, Deputy Collector (LA) and Special Tahsildar. Adequate copies of the SIA draft report and summaries were made available on the day of the public hearing. Sri. AKM Ashraf, MLA, Manjeswar, Smt. Khadijath Rizana, President, Mangalpadi Grama Panchayath, Sri. Muhammed Hussain, Ward member, Smt. Irfana Iqbal, Chairperson, Health and Education, Sri. Rajesh Kumar, Special Tahsildar, LA, Sri. Midhun Jose, Section Engineer KRDC, and land owners were attended the meeting. The major highlights of the study were presented in local language by Chairman, SIA Unit.



Sl. No.	Suggestions
1	Sri. AKM Ashraf, MLA, Manjeswar - Because of the strong demands of the public as an MLA pressurize government for the financial sanction and administrative approval. Few families has some problem due to acquisition. It was noticed and will try to solve it. Assuring time bound implementation.
2	Smt. Khadijath Rizana, President, Mangalpadi Grama Panchayath - Panchayath will give all the support
3	Sri. Muhammed Hussain, Ward member - The issue raised by the existing railway cross road users and residents near by the level cross road should be addressed.
4	Sri. Abbasali Niyas - I purchased the land by investing all my earning so far. So please try to save my land from acquisition. If not possible I need the market price as compensation.
5	Sri. Sheik Moideen - Drinking water well is affecting. Is there any pollution issue due to the nearness of the ROB.
6	Smt. Fathima Sheida - Land is dividing and remaining portions are useless bits. Need exception in building rule or acquire the whole land.
7	Sayid Hassan Bava - I have only five cents of land. Acquire my house fully. Now I am staying in rented house.
8	Smt. Irfana Iqbal, Chairperson, Health and Education- Give reasonable compensation for all project affected persons.



9	Smt. Suhra – Acquire full land
10	Siddique – Need reasonable Compensation
11	Action Council - Connection road from ROB to existing railway gate road need to be included in the ROB project plan. The existing railway gate will not allow to close if the demand is not addressed.

1.5. Alternatives

An alternative proposal made by few people during the SIA study was that to build an over bridge over the existing railway Gate. The requisition agency told that the proposal was studied well before finalizing the proposed project and they claimed that it may have to affect more homes and businesses. They also explained that the proposed project area was selected due to its elevated position which is technically feasible for constructing the ROB.

1.6. Social Impact

The Primary impact of the project is that six landowners will lose their land. High Commercial importance land in the National Highway side, land with Railway approach road access, Land with access to Uppala- Manjeswaram coastal road and land with private road access are the types of land affected by the project. No agriculture land is affected except a land with commercial trees like "Manjiyam". Two residential land portions are also affected. Few structures like, Compound wall, a permanent Shed adjacent to a house, a non-residential house which is under construction are affected structures in the area. A drinking water well of a residence is also partially affected.

The impact on the Title Holder who loses land in the side of the National Highway can be termed as serious by considering its commercial value and the nature of total displacement. Out of the total land few cents are remaining after acquisition and it has become unused due to its narrow width and set back rules. He is



demanding to acquire this bit land also. He also claimed that he had purchased it by investing his lifelong earnings and demanded a satisfactory compensation. The Title holder who lost the frond portion of the house is belongs to a vulnerable family with five cents of land. Even though the family is not residing in the affected structure, considering the fact that the family is not having any property other than the affected one, the affected structure would be treated as his residence while fixing the compensation. One who is losing more area of land for the project claimed that his land also divided and unused after the acquisition. He demanded either acquiring the whole land or give exception in building rules. One drinking water well of a residence is partially affected. They fear that the water may polluted by the nearness of the ROB.

It can be said that the general impact of the project is very positive. The project will increase the development potential of Uppala town. In addition, a development triangle will be formed connecting Uppala Harbor, Manjeswaram Harbor and Uppala town. i.e, there is great potential for development in the commercial, industrial and social spheres.

Apart from the impact on directly affected title holders the project has an indirect impact on people residing near the existing level cross road. The proposed railway over bridge is connecting National High way to Costal road but people living in the existing level cross road need to travel more than two kilometer to access the new ROB. People fear that this may depreciate their land value as well as increases their inconveniences to access the public offices, health care institutions, schools and public amenities. Many felt that the new ROB may increase their travel time more than the level cross blockage time they have now.

The first impact can be mitigated through proper compensation, determination and public participation. However, the impact mentioned above on the residents near the existing level cross road need to address with new infrastructure development like approach roads. The existing Railway Gate Road users made suggestions to mitigate there impact. People residing near the existing level cross road demanded to include these suggestions in the implementation plan.



1.7. Mitigation Measures

Sl.No	Risk Assumed	Approach	Mitigation Strategy
1	Loss of Part of Residence	Rehabilitation/ Compensation	Compensate the loss
2	Loss of land	Compensation	Compensate the loss.
3	Loss of Part of land	Compensation	Compensate the loss.
4	Loss of structures	Compensation	Compensate the loss.
5	Loss of Part of Building	Compensation	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.
6	Loss of Agricultural Land	Compensation	Compensate the loss.
7	Formation of bit lands	Control	Acquire the bit land.



8	Loss of Cash crops	Compensation	Compensate the loss.
9	Loss of wells	Control/Avoided	Protect as possible.
10	Loss of access to properties	Control	Prepare a resettlement plan in consultation with Project Affected Families.
11	Loss of Access to sub roads	Control	Prepare a resettlement plan in consultation with Project Affected Families. The plan for resettlement of access will include it in the final Detailed Project Report. Case by case plan will be informed well in advance before starting project construction.
12	Road is very near to houses	Safety/Resettlement	Take necessary action for the safety of houses.
13	Loss of trees	Compensate &	Compensate lose and plant equal



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

1.8. Detailed Mitigation Plan

Potential Impact	Positive/Negative	Likelihood	Magnitude	Pre-Mitigation	Post-Mitigation	Mitigation Measures
Loss of part of Residence	Negative	Possible	Maximum	Medium	High	Compensate the loss.
Loss of land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.



Loss of Part of land	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
Loss of structures	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
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.



Loss of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
Loss of Agricultural Land	Positive	Possible	Medium	Minimum	Low	Compensate the loss.
Formation of bit lands	Negative	Possible	Moderate	Minimum	Low	Acquire the bit land.
Loss of Cash crops	Negative	Possible	Medium	Minimum	Low	Compensate the loss.
Loss of wells	Negative	Possible	Low	Minimum	Low	Protect as possible.
Loss of access to properties	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families.



Loss of Access to sub roads	Negative	Possible	Medium	Minimum	Low	Prepare a resettlement plan in consultation with Project Affected Families. The plan for resettlement of access will include it in the final Detailed Project Report. Case by case plan will be informed well in advance before starting project construction.
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Road is very near to houses	Negative	Possible	Medium	Minimum	Low	Take necessary action for the safety of houses.
Loss of trees	Negative	Possible	Minimum	Minimum	Low	Compensate lose and plant equal number of trees in government lands.
Involved in land acquisition process	Positive	Possible	Minimum	Minimum	Low	Ensure community participation in the whole process.
Grievance	Positive	Possible	Minimum	Minimum	Low	Functional grievance redressal committee at village and district level.



1.9. Assessment of Social Costs and Benefits

Since no significant loss is noticed to any title holders, the gravity of social impact of the project can be termed as mild. Less number of project affected people, intensity of impact, minimum loss of structures etc. are also supporting the above conclusion.

A land plot with high Commercial importance in the National High Way side, land with Railway approach road access, Land with access to Uppala- Manjeswaram costal road and land with private road access are the types of land affected by the project. Few structures like, a Compound wall, a permanent Shed adjacent to a house, a non-residential hose which is under construction are affected in the area. A drinking water well of a residence is also partially affected.

All the above loss can be mitigated by rehabilitation and resettlement measures. But while implementing the mitigation measures following points would be considered.

The title holder whose residence is affected is not having any assets other than the affected five cents and the family is vulnerable. The title holder who loss his land in the high way side is losing his prime asset. He claimed that the property is his livelihood asset. The title holder who loss more area of land is complained that his remaining land is unused to productive use. All project affected people jointly share the concern about the delay in the land acquisition process and disbursement of compensation.

It can be said that the general impact of the project is very positive. The project will increase the development potential of Uppala town. In addition, a development triangle will be formed connecting Uppala Harbor, Manjeswaram Harbor and Uppala town. i.e, there is great potential for development in the commercial, industrial and social spheres.



Apart from the impact on directly affected title holders the project has an indirect impact on people residing near the existing level cross road. The proposed railway over bridge is connecting National High way to Costal road but people living in the existing level cross road need to travel more than two kilometer to access the new ROB. People fear that this may depreciate their land value as well as increases their inconveniences to access the public offices, health care institutions, schools and public amenities. Many felt that the new ROB may increase their travel time more than the level cross blockage time they have now.

The direct impact can be mitigated through proper compensation, determination and public participation. However, the impact mentioned above on the residents near the existing level cross road need to address with new infrastructure development like approach roads. The existing Railway Gate Road users made suggestions to mitigate there impact. People residing near the existing level cross road demanded to include these suggestions in the implementation plan.

An alternative proposal made by few people during the SIA study was that to build an over bridge over the existing railway Gate. The requisition agency told that the proposal was studied well before finalizing the proposed project and they claimed that it may have to affect more homes and businesses. The also explained that the proposed project area was selected due to its elevated position which technically feasible for constructing the ROB

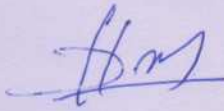
The project is treated as framed for a public purpose under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013) Section 2 (i)(b)(iii). It is in this base,

Government of Kerala notified to initiate acquisition procedure. Considering the public importance and interest the project is an



inevitable need and the project is able to address the social impact of the project.

Therefore, the project has to be implemented.



Saju V Itty
Chairman, SIA Unit
Kerala Voluntary Health Services

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



പദ്ധതി ബാധിതരുടെ പേര് വിവരങ്ങൾ

ക്രമ നം.	പേര് മേൽവിലാസം	താമസ / വാണിജ്യ/ കൃഷി/ തരിശ്	സർവ്വേ നം.	ഫോൺ നം.	ബാധിക്കപ്പെട്ടു നവ
1	അബ്ബാസ്സലി നിയാസ് S/o മുഹമ്മദ് നിയാസ് മൻസിൽ ഹിദായത്ത് നഗർ മദുകം റോഡ് , ഉപ്പള	വാണിജ്യ	125 74 77 79 82	9895797365	ബിൽഡിംഗ് ഫൗണ്ടേഷൻ
2	ഷെയ്ക്ക് മൊയ്ദീൻ താഹാ മൻസിൽ ആനച്ചിക്കാട്ട്, , ഉപ്പള പി. ഒ 671 322	താമസ	76	8547292919	കിണറിന്റെ മുല ഭാഗം, ഷെയ്ക്ക്, 2 തെങ്ങി
3.	സുഹറ W/o ഇബ്രാഹിം ബാധിക്കാട്ടെ ഹൗസ് പൈവാലിക് പി.ഒ	താമസ		9567130102	സ്ഥലം
4.	റവന്യൂ വക ഭൂമി				
5.	റെയിൽവേ വക ഭൂമി				
6	സിദ്ദീഖ് S/o മമ്മു	തരിശ്		7907551156	സ്ഥലം
7	സെയ്ദ ഹസൻ ബാവ മസ്കാൻ വില്ല, , ഉപ്പള , ഉപ്പള ഗെയ്റ്റിന് സമീപം 671322	താമസ			വീട് പകുതി ഭാഗം നഷ്ടപ്പെ ടുന്നു
8.	ഫാത്തിമ ഷെയ്ദ W/o മുഹമ്മദാ റിയാസ്, അൽമീൻ മഹൽ, മജാൽ, ഉപ്പള, ബദരിയ ജുമാ	കൃഷി		9895443135	സ്ഥലം



	മസ്ജിദിന് സമീപം 671 322				
9.	മുസ്തഫ മമ്മൂഹാജി കുടുംബ ഹൗസ്		82/2	8921039571	
10	കെ. എം. അബ്ദുൾ ഹമീദ് S/o മമ്മൂത്ത്, നജ്ജത്ത് മൻസിൽ , ഉപ്പള്ളി				ബാത്ത് റൂം കക്കൂസ് കുഴി



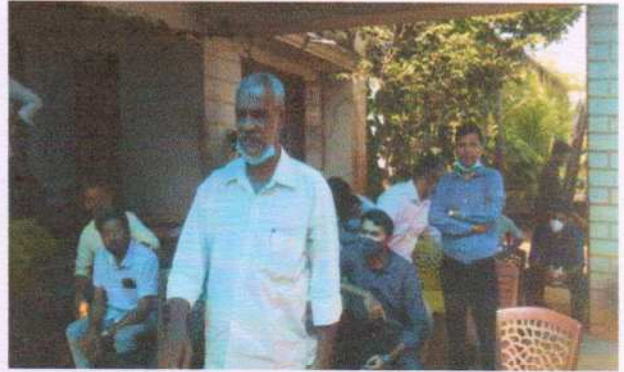
PHOTOGRAPHS





Public Hearing





ജനയുഗം 2021 ഡിസംബർ 3 വെള്ളി

ഫാറം 5 ചട്ടം 14 (1) വിജ്ഞാപനം തീയതി : 29/11/2021

ചുവടെ പട്ടികയിൽ വിവരിക്കുന്ന കാനറഗോഡ് ജില്ലയിൽ മഞ്ചേശ്വരം താലൂക്കിൽ ഉപ്പള വില്ലേജിൽ ഉൾപ്പെടുന്ന ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് ഉപ്പള-മഞ്ചേശ്വരം റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ ലെവൽക്രോസ് നം.288-ൽ റെയിൽവേ മേൽപ്പാലം നിർമ്മിക്കുന്നതിന് ആവശ്യമുണ്ടെന്നോ, ഭൂമി ആവശ്യമുണ്ടായേക്കാമെന്നോ കേരള സർക്കാരിന് ബോധ്യപ്പെട്ടിട്ടിനാലും, ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ട പരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും, പുനസ്ഥാപനത്തിനുമുള്ള അവകാശ നിയമം 2013 ലെ (2013 ലെ 30-ാം കേന്ദ്ര ആക്ട്) 4-ാം വകുപ്പിന്റെ (1)-ാം ഉപവകുപ്പ് അനുസരിച്ച് കേരളാ ഗസറ്റ് തീയതി 2021, ഒക്ടോബർ 27, നം.3128, വിജ്ഞാപനം നമ്പർ. ഡി.സി. കെ.എസ്.ഡി/11320/2019 - എൽ 1, തീയതി, 2021, ഒക്ടോബർ 27, അറിയിപ്പ് പ്രകാരം താഴെപ്പറയുന്ന പട്ടികയിൽ വിവരിക്കുന്ന പ്രദേശത്ത് ഒരു സാമൂഹിക ആഘാത പഠന വിവരങ്ങൾ നടത്താൻ തീരുമാനിച്ചിട്ടുള്ളതാണ്. ആയതിനാൽ ആക്ടിൽ പരാമർശിക്കും പ്രകാരം സാമൂഹിക പ്രത്യാഘാത പഠന റിപ്പോർട്ട് തയ്യാറാക്കുന്നതിന് താഴെ പട്ടികയിൽ വിവരിക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപ്പര്യങ്ങളോ ഉള്ള താങ്കളോ, താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ആളുകളോ 2021-ാം മാണ്ട് ഡിസംബർ 21-ാം തീയതി, രാവിലെ 10.30 മണിക്ക് ഉപ്പള ശ്രീ.ഹമീദ് പൊടിയ, മെഹ്റാജ് മൻസിലിന്റെ ഭവനാങ്കണത്തിൽ വച്ച് നടത്തുന്ന പൊതു അഭിപ്രായ സ്വീകരണ യോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.

ക്രമ നം.	സർവ്വേ നം.	വിവരണം	വി. ഹെ	പേര്
1	125, 74, 77, 79, 82, 76,	കര ഭൂമി	0.1187, 0.0858 0.0031, 0.0461 0.1004, 0.1176	അബ്ദുറുപ്പലി നിയായ്സ്, S/o മുഹമ്മദ് , ഷെയ്ക്ക് മൊയ്ദീൻ, സുഹറ W/o ഇബ്രാഹിം, റവന്യൂ വകുപ്പിന്റെ ഭൂമി, റയിൽവേ വകുപ്പിന്റെ ഭൂമി, സിവിൽ S/o മമ്മൂ, സൈയിദ് ഹസൻ ബാവ, ഫാത്തിമ ഷെയ്ദ്.
ആകെ വിസ്തീർണ്ണം			0.4717	

ചെയർമാൻ, സാമൂഹിക പ്രത്യാഘാത പഠന യൂണിറ്റ്

മിംഗളം

2021 ഡിസംബർ 3
വെള്ളി CLT / KNR

അറ്റം 5 പട്ടം 14 (1) വിജ്ഞാപനം തീയതി : 29/11/2021
 ചുവടെ പട്ടികയിൽ വിവരിക്കുന്ന കാസറഗോഡ് ജില്ലയിൽ മഞ്ചേശ്വരം താലൂക്കിൽ ഉള്ള വില്ലേജിൽ ഉൾപ്പെടുന്ന ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് ഉപ്പുള-മഞ്ചേശ്വരം റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ ലെവൽക്രോസ് നം.288-ൽ റെയിൽവേ മേൽപ്പാലം നിർമ്മിക്കുന്ന തിന് ആവശ്യമുണ്ടെന്നും, ആവശ്യമുണ്ടായേക്കാമെന്നോ കേരള സർക്കാരിന് ബോധ്യപ്പെട്ടതിനാലും, ഭൂമി ഏറ്റെടുക്കലിൽ സുായമായ നഷ്ട പരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും, പുനസ്ഥാപനത്തിനുമുള്ള അവകാശ നിരമം 2013 ലെ (2013 ലെ 30-ാം കേന്ദ്ര ആക്ട്) 4-ാം വകുപ്പിന്റെ (1)-ാം ഉപവകുപ്പ് അനുസരിച്ച് കേരള ഗസറ്റ് തീയതി 2021, ഒക്ടോബർ 27, നം.3128, വിജ്ഞാപനം നമ്പർ, ഡി.സി. കെ.എസ്.ഡി./1320/2019 - എൽ 1, തീയതി, 2021, ഒക്ടോബർ 27, അറിയിപ്പ് പ്രകാരം താഴെപ്പറയുന്ന പട്ടികയിൽ വിവരിക്കുന്ന പ്രദേശത്ത് ഒരു സാമൂഹിക ആഘാത പഠന വിവരങ്ങൾ നടത്താൻ തീരുമാനിച്ചിട്ടുള്ളതാണ്. ആ തീയതിയിൽ അക്ടിൽ പരാമർശിക്കും പ്രകാരം സാമൂഹിക പ്രത്യാഘാത പഠന റിപ്പോർട്ട് തയ്യാറാക്കുന്നതിന് താഴെ പട്ടികയിൽ വിവരിക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപ്പര്യങ്ങളോ ഉള്ള താങ്കളോ, താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ആളുകളോ 2021-ാം മാർച്ച് ഡിസംബർ 21-ന് തീയതി, രാവിലെ 10.30 മണിക്ക് ഉപ്പുള ശ്രീഹരിദ് പൊടിയം മെഹറാജ് മൻസിലിന്റെ ഭവനാങ്കണത്തിൽ വച്ച് നടത്തുന്ന പൊതു അഭിപ്രായ സമീകരണ യോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.

ക്രമ നം.	സർവ്വേ നം.	വിവരണം	വി. ഹെ	പേര്
1	25, 74, 77, 79, 82, 76,	കര ഭൂമി	0.1187, 0.0858 0.0031 0.0461 0.1004 0.1176	അബ്ദുസ്സലീം നിയാസ്, ടി/മുഹമ്മദ്, ഷെയ്ക്ക് മൊയ്തീൻ, സുഹറ W/o ഇബ്രാഹിം, റവന്യൂ വക ഭൂമി, റെയിൽവേ വക ഭൂമി, സിറ്റിഡി ടി/മമ്മൂ, സെയ്ദ ഹസൻ ബാവ, ഫാത്തിമ ഷെയ്ദ.
ആകെ വിസ്തീർണ്ണം			0.4717	
ചെയർമാൻ, സാമൂഹിക പ്രത്യാഘാത പഠന യൂണിറ്റ്				

സ്വീകർത്താവ്

നോട്ടീസ് / അറിയിപ്പ്

കാസറഗോഡ് ജില്ലയിൽ മഞ്ചേശ്വരം താലൂക്കിൽ, ഉപ്പള വില്ലേജിൽ ഉൾപ്പെടുന്ന ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് ഉപ്പള-മഞ്ചേശ്വരം റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ ലെവൽക്രോസ് നം.288-ൽ റെയിൽവേ മേൽപ്പാലം നിർമ്മിക്കുന്നതിന് 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 കേരളാ ഗസറ്റ് തീയതി 2021, ഒക്ടോബർ 27, നം.3128, വിജ്ഞാപനം നമ്പർ. ഡി. സി.കെ.എസ്.ഡി./11320/2019 - എൽ 1, തീയതി, 2021, ഒക്ടോബർ 27, അറിയിപ്പ് പ്രകാരം ടി പ്രദേശത്ത് ഒരു സാമൂഹിക പ്രത്യാഘാത പഠന വിലയിരുത്തൽ നടത്താൻ തീരുമാനിച്ചിട്ടുള്ളതാണ്. ആയതിനാൽ ആക്ടിൽ പരാമർശിക്കും പ്രകാരം സാമൂഹിക പ്രത്യാഘാത പഠന റിപ്പോർട്ട് തയ്യാറാക്കുന്നതിന്, ഏറ്റെടുക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപര്യങ്ങളോ ഉള്ള താങ്കളോ താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ആളുകളോ, 2021-ാം മാണ്ട് ഡിസംബർ 21-ാം തീയതി, രാവിലെ 10.30 മണിക്ക് ഉപ്പള ശ്രീ.ഹമീദ് പൊടിയ, മെഹ്റാജ് മൻസിലിന്റെ ഭവനാകണത്തിൽ വെച്ച് നടത്തുന്ന പൊതു അഭിപ്രായ സ്വീകരണയോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.

സ്ഥലം : കോട്ടയം
തീയതി : 29/11/2021



ചെയർമാൻ
സാമൂഹിക പ്രത്യാഘാത പഠന യൂണിറ്റ്

സാമൂഹിക പ്രത്യാഘാത പഠനം

റെയിൽവേ മേൽപ്പാല നിർമ്മാണം

(ഉഷള - മഞ്ചേശ്വരം റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിലെ ലൈവൽ ക്രോസ് നം. 288)








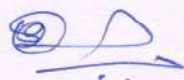
ഉഷള വില്ലേജ്, മഞ്ചേശ്വരം താലൂക്ക്, കാസറഗോഡ്

47.17 ആർ


പൊതു അഭിപ്രായ സ്വീകരണം









സ്ഥലം: ശ്രീ. ഹമീദ് പൊടിയയുടെ ഭവനാകണം



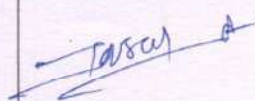


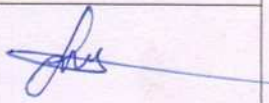
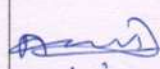



തീയതി : 2021 ഡിസംബർ 21, സമയം : 10.30 എ.എം.

ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
1	AKM Aghuf MLA Manghwar	9995239701	
2	Kadejath Kusana president mangalpadu	9072116666	
3	MOHAMMED HUSSAIN M. H. MANZIL SHAFI NAGAR. Uppala Gate	9895212385	
4.	Rejeshkumar P sppl. scb LA(CAL) KSGD	9961494869	
5.	Midhun Joseph Section Engineer K-Rail	9946835946	
6.	Jyana Jybal Chanderson (Health & Edu.)	9663108200	
7.	ശാഹിദ്, കുന്തിൽ ജുമാ മാസ്ജിദ് മെമ്പർ ഹേഡ്.	9746135694.	
8.	Sadek Youdim .P.A. Thaha Youm. Panchikate .P.O. Uppala	8547292919	

9. Sukasa J/o B.S. Abbas.
Panchikate House.
P.O. Uppala. 671322

9567130102 

ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
10	Moosa Kanki Uppala gate	7356383656	
11	Fazal M.P.M Uppala gate	9656940214	
12	Abdul Aziz Fazal	91441105223	
13	Abdul Mujeeb, O.M	9995592269	
14	Riyaz	9946043712	
15	Abdul Rasat	9567555579	
16	Shameera Teacher	9746083950	
17	HAMEED PODIYA	9946093966	

ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
18	Mohd Rujaz Majal AL Amin Mahal. Majal Uppala.	9895443135	
19	Mohd Sheerif Tharva manzil UPPALA gate	9895977993	
20	Yousuf. A mehraj manzil Uppala	9995992925	
21	Abbas. A. Tharva manzil. UPPALA	9633116045	
22	A. RAJAK. R.A ASHARAF. MANZIL UPPALA	9895715795	
23	Siddiq. M masukkan villa	7907551156	
24	Abbas. Mehraj Manzil UPPALA	8608813057	
25	NIYAZ	9895797365	
26	K. F. IQBAL UPPALA. Social Activist	7994011168	
27	Mohammed ali.	8089364841	



കേരള ഗസറ്റ് KERALA GAZETTE

അസാധാരണം EXTRAORDINARY

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്
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തിരുവനന്തപുരം,
ബുധൻ

Thiruvananthapuram,
Wednesday

2021 ഒക്ടോബർ 27
27th October 2021

1197 തുലാം 11
11th Thulam 1197

1943 കാർത്തികം 5
5th Karthika 1943

നമ്പർ
No. } 3128

FORM No.4

(See Rule 11(3))

NOTIFICATION

DCKSD/11320/2019-L1

27 October 2021

WHEREAS, it appears to the Government of Kerala that the land specified in the Schedule below is needed or likely to be needed for a public purpose, to wit for the construction of ROB in lieu of Railway LC No.288 between Uppala and Manjeshwar stations at Uppala Village in Manjeshwar Taluk.

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



Now, THEREFORE, sanction is accorded to the District Level Social Impact Assessment Unit, "Kerala Voluntary Health Services, Kottayam" to conduct a social Impact Assessment Study and to prepare a Social Impact Management Plan as provided in the Act. The process shall be completed within a period of two months, not exceeding six months in any case.

SCHEDULE
District: Kasaragod

Taluk: Manjeshwar

Village or Amsom and Desom: Uppala

(The extent given is approximate)

Sl. No.	Survey No.	Description	Extent in Ares.
1	125	Garden land	11.87
2	74	Garden land	8.58
3	77	Garden land	0.31
4	79	Garden land	4.61
5	82	Garden land	10.04
6	76	Garden land	11.76
	Total		47.17 Are

(Sd.)

District Collector

Kasaragod

