

**Report of Social Impact Assessment Study of  
Construction of ROB in lieu of Railway LC  
No.27 (Between Ollur and Puthukkad  
Railway Stations  
At Edakkunni Village of Thrissur Taluk of  
Thrissur District  
(0.3683 Hectare)**

**Final Report  
Date: 20-06-2022**

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

By  
**KERALA VOLUNTARY HEALTH SERVICES**  
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## Abbreviations

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



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## CHAPTER 1

### EXECUTIVE SUMMARY

#### 1.1. Introduction – Project and Public purpose

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

Transportation systems are backbone for the development of any country. There are mainly three types of surface transport system; Road Transportation system, Railway transportation system and Water transportation system. When it is required to intersect the two Transportation systems or even same Transportation system it will cross either at the same level or at different level. The Bridges are constructed for intersecting two transport systems at different levels. The bridge is a structure





constructed to span the obstacles, such as water body, valley, Railway, or Road. The purpose of a bridge is to provide passage over the obstacle. The bridge may be classified based on purpose, site condition, construction material, loading standard and spans. The bridges are classified according to crossing in following three types. River crossing(The Bridge across a water body), Viaduct(The Bridge across a deep valley which is without perennial water is called a viaduct) , Grade Separator( The Bridge built to cross another route of communication/ Transportation system passing at different level is called grade separator). When Railway and Road crossing at same level called Level crossing and when Railway and Road crossing at different level called grade separator. The grade separators are two types like over bridge or under bridge. The Railway and Roads are crossing at many locations by the means of Level crossing, Road under bridge or Road Over Bridge. The Road over bridge (ROB) are constructed where Road alignment crosses above the Railway alignment. ROB 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 is much higher.

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

Thaikkattussery is a small village situated between Ollur and Puthukkad. The area is famous in connection with Thaikkattussery Mooss, a very famous ayurvedic doctor and his traditional treatment. Vaidhya Retnam Ayurveda hospital founded by Dr.Mooss is the major Ayurveda institution is situated in the area. Because of its nearness to district headquarters Thrissur Thaikkattussery, Ollur area is having much residential importance. Ollur - Puthukkad road which connected Thaikkattussery to national high way and District





headquarters is one of the busiest PWD road in the district. As per the traffic study per day near about 3400 vehicles are passing through the road out of it 1900 are heavy vehicles. The railway level cross is the major hurdle in the smooth traffic through Ollur – Puthukkad road. Near about 20 trains are passing through the level cross during the day time. It shows that an approximately 2-2 1/2 hours are average closing time of the gate in day time. This is the reason the peoples representatives and residence in the area approach government for construction of an ROB in Thaikkattussery level cross. Indian Railway also having a plan to make level cross free train traffic by 2025. These are the background of the proposed ROB project in Thaikkattussery. Govt. of Kerala give administrative sanction in 2018 but due to some technical reason further progress was little delayed. In 2022 Government initiated land acquisition process for the project and notification for social impact assessment issued. This report was prepared as part of the study.

## **1.2 Location**

Project area is located very near to Thaikkattussery junction in ollur – Puthukkad road. Due to the presence of Ayurveda hospital and allied institutions, the area is famous for Ayurveda treatment and Ayurveda tourism. Several people far from the district and state are reaching the area for Ayurveda treatment. The project location is primarily a residential area. But paddy lands and agricultural lands are also having its presence in the location. The area coming under Thrissur corporation and having are urbanized residential pattern. The area is well connected with PWD and Panchayath roads and situated 10 k.m. from district quarters and 45 k.m. from Kochi Inter National Airport. National high way is passing just 5 k.m. away from the area.



## **1.3 Size and Attributes of Land Acquisition**

### **Land Acquisition Authority**

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

### **Details of project affected families**

The Social Impact Assessment Survey finds that 32 Holders including 1 offering box belongs to a temple affected by the project. The Socio-Cultural and Economic details of the project affected title holders shows that all are belongs to middle class or upper middle class except three. The literacy level of Holders says that all are having 10<sup>th</sup> and above educational qualifications. All the title holders are living in the area more than twenty years except three which are having fifteen years. Religious distribution shows that 14 holders are Christian and 18 are Hindus. Gender distribution shows that 26 holders are male and 6 are female.

### **Details of the acquiring land**

Project area is situated in the Ollur- Puthukkad road and very near to Thaikkattussery junction. The proposed project is to construct a ROB in the level cross of Ollur Puthukkad road. Project is defined as both sides of the level cross of Puthukkad – Ollur road having a total length of 500mtrs. The project area consist of residential places, agricultural land cultural properties. Few cents of railway land is also come under the project area. 5% of project area is paddy land but it will not affect the paddy cultivation in the area.

### **Socio Economic and Cultural Profile**

The Socio-Cultural and Economic details of the project affected title holders shows that all are belongs to middle class or upper middle class except three. The literacy level of Holders says that





all are having 10<sup>th</sup> and above educational qualifications. All the Title holders are living in the area more than twenty years except three which are having fifteen years. Religious distribution shows that 14 holders are Christian and 18 are Hindus. Gender distribution shows that 26 holders are male and 6 are female.

#### **1.4. Alternatives**

During the study no feasible alternatives of the project was suggested either by people's representatives or from public.

#### **1.5. Social Impact**

The primary impact of the project is the loss of two residential houses, two commercial units, twenty nine residential lands, three agricultural lands and one offering box of a temple. Those who are losing residential houses is not having sufficient land to rebuild their residence. Therefore the project impact on these families are considered as high. Those who are losing the residential land in front of their houses may face the impact of losing frontage of residential houses. But all affected land owners were anticipated this impact because of their land and residential nature which is very near to the level cross and Ollur – Puthukkad road. The losing commercial unit i.e. a tea shop working in the area in last 10 years. The affected cultural property is belongs to temple which is situated near by the project area.

The project may resolve the traffic issues in the area and it may appreciate the land value and it will help socio economic status of the area.

#### **1.6 Mitigation Measures**

<b>Sl.No</b>	<b>Risk Assumed</b>	<b>Approach</b>	<b>Mitigation Strategy</b>
1	Loss of Residence	Rehabilitation /	Ensure rehabilitation. Compensate the loss. Case by case approach in resettlement. Eg



		Compensation	Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
2	Loss of Part of Residence	Rehabilitation / Compensation	Ensure rehabilitation. Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
3	Loss of Part of land	Compensation	Compensate the loss.
4	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.
5	Loss of structures	Compensation	Compensate the loss.
6	Loss of Part of structure	Compensation	Compensate the loss.
7	Loss of Cash crops	Compensation	Compensate the loss.
8	Loss of wells	Control/Avoided	Protect as possible.
9	Loss of access to	Control	Prepare a resettlement plan in consultation with Project Affected





	properties		Families. Case by case plan will be informed well in advance before starting project construction.
10	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.
11	Road is very near to houses	Safety/Resettlement	Take necessary action for the safety of houses.
12	Loss of water supply pipes	Resettle	Resettle
13	Loss of trees	Compensate & Control	Compensate lose and plant equal 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.



### 1.7. Detailed mitigation Plan

Potential Impact	Positive/ Negative	Likely hood	Magnitu de	Pre- Mitigatio n	Post - Mitigatio	Mitigatio n Measure s
Loss of Residence	Negative	Possible	Maximu m	Mediu m	High	Compensat e the loss.
Loss of part of Residence	Negative	Possible	Maximu m	Mediu m	High	Compensat e the loss.
Loss of Part of land	Negative	Possible	Maximu m	Maxim um	Mediu m	Compensat e the loss.
Loss of structures	Negative	Possible	Maximu m	Maxim um	Mediu m	Compensat e 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 Part of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
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.
Road is very near to houses	Negative	Possible	Medium	Minimum	Low	Take necessary action for the safety of houses.
Loss of water supply pipes	Negative	Possible	Low	Minimum	Low	Resettle



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.

### 1.8 Assessment of Social Costs and Benefits

Even though two residential houses are displaced and thirty two holders are losing their lands and structures, the people in the area supported the project and cooperate to conduct the study. This shows the public importance of the project. But some of the project affected people is having a concern about the alignment. They had a grievance that the alignment was fixed without considering the exiting road center as the Centre of the new construction. Therefore the project alignment was shifted to one side by note affecting the other side. The affected residential house owners is not having sufficient land to constructed new houses. This should be consider while fixing compensation. After the implementation of the project few of the houses near by the project may face the problem of access and levels. Technical





experts of the requisition authority should have discussion with these families and explain the plan of implementation. This may reduce the impact marginal. The project may reduce the traffic block in the area and it will increase the traffic through the Ollur – Puthukkad road. This will appreciate the land value and help the socio – economic development of the area. During the study no feasible alternatives of the project was suggested either by people’s representatives or from public. The above factors shows that.

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

Therefore, the project has to be implemented.





## CHAPTER 2

### DETAILED PROJECT DESCRIPTION

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

Smooth and safe road traffic is an indicator of a 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.

Change is the law of nature and essential for living beings. Society also must change. The planned change called development. Development therefore encompasses many positive and negative results. Moreover, due to development projects people often have to leave their homes and sometimes people are forced to change their area of operation as well. These



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

Thaikkattussery is a small village situated between Ollur and Puthukkad. The area is famous in connection with Thaikkattussery Mooss, a very famous ayurvedic doctor and his traditional treatment. Vaidhya Retnam Ayurveda hospital founded by Dr.Mooss major Ayurveda institution is situated in the area. Because of its nearness to district headquarters Thrissur Thaikkattussery, Ollur area is having much residential importance. Ollur - Puthukkad road which connected Thaikkattussery to national high way and District headquarters is one of the busiest PWD road in the district. As per the traffic study per day near about 3400 vehicles are passing through the road out of it 1900 are heavy vehicles. The railway level cross is the major hurdle in the smooth traffic through Ollur - Puthukkad road. Near about 20 trains are passing through the level cross during the day time. It shows that an approximately 2-2 1/2 hours are average closing time of the gate in day time. This is the reason the peoples representatives and residence in the area approach government for construction of an ROB in Thaikkattussery level cross. Indian Railway also having a plan to make level cross free train traffic by 2025. These are the background of the proposed ROB project in Thaikkattussery. Govt. of Kerala give administrative sanction in 2018 but due to some technical reason further progress was little delayed. In 2022 Government initiated land acquisition process for the project and notification for social impact assessment issued. This report was prepared as part of the study.





### **2.1.1. Requisition Authority**

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

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

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

### **2.1.2. Land Acquisition Authority**

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

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

Approximate calculation shows that near about 100-150 manpower time lost every day due to the blockage in level cross. Fuel wastage environmental pollution, delay reaching to destination, breaking of medical emergency travel etc. are the other consequences of this blockage. So, railway over bridge in Railway level cross No. 27 between Ollur and Puthukkad Railway Stations is the possible solution to all the above issues.

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





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

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

<b>Sl.No.</b>	<b>Risk Assumed</b>	<b>Approximate Quantity</b>
1.	Loss of part of land	32
2.	Loss of residential Houses	2
3	Loss of Rented Residential House	2
4	Loss of commercial building	1
5	Loss of Structures	30
6	Loss of trees	47
7	Loss of access to sub roads	3
8	Loss of Cultural Property (Offering Box)	1
9	Loss of Agricultural Land	3

### **21. Project Location**

Project area is located very near to Thaikkattussery junction in Ollur – Puthukkad road. Due to the presence of Ayurveda hospital and allied institutions, the area is famous for Ayurveda treatment and Ayurveda tourism. Several people far from the district and state are reaching the area for Ayurveda treatment. The project location is primarily a residential area. But paddy lands and agricultural lands are also having its presence in the location. The area coming under Thrissur Corporation and having are urbanized residential pattern. The area is well



connected with PWD and Panchayath roads and situated 10 k.m. from district quarters and 45 k.m. from Kochi International Airport. National high way is passing just 5 k.m. away from the area.

**2.4. Phase of project construction**

Process of Land Acquisition started, boundary stones were fixed.

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

Not Applicable

**2.6. Need for ancillary infrastructural facilities.**

Not Applicable

**2.7. Work force requirements (temporary and permanent).**

Not Applicable

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

Not Applicable

**2.9. Applicable law and policies.**

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



3	The Kerala conservation of paddy land and wetland act, 2008	The use of paddy land and wet land for developmental activities.
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## CHAPTER 3

### STUDY APPROACH AND METHODOLOGY

#### 3.1 Background

As per the Notification No.DCTSR/8777/2019-E4,Dated 16/05/2022 and Kerala Gazette Notification No.1597 dated 17/05/2022. Government of Kerala has selected Kerala Voluntary Health Service as the SIA Unit to study the Social Impact Assessment on the land acquisition for the the construction of ROB in lieu of Railway LC No.27 between Ollur and Puthukkad Railway Stations of Edakunni Village of Thrissur Taluk of Thrissur 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	30 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	15 years experiences in social work including social research, R & R activities and community mobilization.



3	Smitha R	R & R Specialist & Social Investigator	22 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.
5	Sheeba Johnson	Data Analyzer & Data entry	30 years experiences in social work and data entry operation.
6	N.Vijayakumara Pilla	L.A. Consultant	Rtd. Revenue Inspector
7	O.C.Chandi	L.A. Consultant	Rtd. Village Officer

### 3.3. Study Approach

The land which proposed to be acquired for the project is 0.3683 Hectare. 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 collected opinion. Apart from this SIA team has conducted discussion and consultation with Local Body Representatives and local public and recorded their suggestions and opinion. Special Case studies were prepared for selected cases. The study also used transit walk and observation visit to cross check the suggestions and grievance which were recorded.

### 3.4. Methodology & Tools

The study team reviewed the relevant and available documents in Special Tahsildar LA office, Thrissur. 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 Title Holders. 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) Deputy Collector LA, Thrissur
- b) Office of the Special Tahsildar (LA) General, Trissur
- c) Taluk Office- Thrissur
- d) Village Office – Edakkunni
- e) Kerala Rail Development Corporation Limited
- f) Project Affected Families and Title Holders.
- g) Local Body Leaders

### **3.6. Process and Schedule of Activities**

- 17-05-22 – Government of Kerala entrusted Mr. Saju.V.Itty, Executive Director, Kerala Voluntary Health Services to conduct the SIA study
- 10-05-2022 to 12-05-2022- Secondary Data Collection.(As per the director from District Collector)
- 15-05-2022to 16-05-2022– Mapping of Stake Holders(As per the direction from District Collector)
- 17-05-2022to 18-05-2022- Social Survey for Social Impact Assessment Study.
- 05-05-2022and 06-05-2022- Transit Walk, Observational Study and Case Studies (As per the direction from District Collector)





- 20-05-2022- Draft Report Submission.
- 16-06-2022 - Public Hearing
- 20-06-2022- Final Report

### **3.7. Points Raised during Individual and Group Discussion with Title 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) The present level of Access to be resettled during and after the implementation of the project.
- 5) Reasonable compensation will provide for land, property and business loss.
- 6) Regular information will provide on progress of acquisition.
- 7) Rehabilitation and Resettlement process will be well informed and ensure community participation and consultation.
- 8) Acquire the unuseful bit lands

### **3.8. Public Hearing - On 16-06-2022 at 11 AM - The noticed place i.e premise of Mohan wood works was shifted to house premise of Sri. K.V Jose Thattilkokki due to some technical reason. And it was informed to all PAPs through phone call and SMS**

Section 5 of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, of 2013 envisages that whenever a SIA study is required to be prepared the Government shall ensure that a Public Hearing is held at the affected area to ascertain the views of the affected families to be recorded and included in the SIA Report. Rule 14 of the Rules, 2015, have prescribed detailed procedure for the conduct of the public hearing.

SIA Unit took special care to inform the affected people in the area about Public Hearing by taking various steps like Notification for conducting public hearing as per Form 5 Rule 14



(1) of the RTFCTLARR Act, 2013. The notification was published in two Malayalam News Papers Janayugam and Mangalam. A notice has been served directly for informing about the public hearing. In continuation of this all project affected holders contacted through phone calls and SMS. The copy of notice was served to Grama Panchayat Office, Ward Members, Village Office, Deputy Collector (LA) and Special Tahsildar LA, General, Thrissur. Adequate copies of the SIA draft report and summaries were made available on the day of the public hearing. The major highlights of the study were presented in local language by Chairman, SIA Unit.

Sri. C.P Poly Ward Councilor, Thrissur Corporation, Smt. Carolin James, Ward Councilor, Thrissur Corporation, Smt. Jyothi VB, Special Tahsildar LA General Thrissur, Sri Anoop PR, Valuation Assistant Office of Special Tahsildar LA General, Thrissur, Sri. S Haridasan, D.G.M. KRDCCL, Sri. Midhun Joseph, Section Engineer, KRDCCL, and Project affected land owners were attended the meeting.

SL. No.	Points Raised	Remarks
1	<p><b>Sri. C.P Poly Ward Councilor, Thrissur Corporation-</b> The proposed ROB is a much awaited development infrastructure. Please provide sufficient space for laying water supply pipe. Time based completion of the project and addressing the grievance of people affected would bring people's support.</p>	<p><b>Sri. Midhun Joseph, Section Engineer, KRDCCL-</b> Thaikattussery ROB got administrative sanction and notification issued for land acquisition. This is one of the ROB sanctioned by Central and State Government jointly. As per the traffic study conducted in the area near about three thousand more vehicles are daily passing through the level cross. The alignment</p>





		<p>was developed with a vision that the Social Impact would be minimum. Expecting co-operation from all people. Service road is for the resettlement of access to nearby houses and roads which starts or ends at the project area. So satisfactory width for services road would be a step to mitigate the impact.</p>
2	<p><b>Smt. Carolin James, Ward Councilor, Thrissur Corporation –</b></p> <p>All the grievance of people should be addressed and provide satisfactory compensation.</p>	<p><b>Anoop P.R, Valuation Assistant, Special Tahsildar Office, LA General, Thrissur –</b> Land value will be fixed based on defined procedure which mentioned in the land acquisition Act 2013. And</p>
3	<p><b>Smt. Ancy Shaju, Thattilkokki –</b> Our residence will displaced. Need permission to construct house in the remaining land</p>	<p>the rules thereafter project affected Title holders will get market value which defined based on the above procedure. All structures and trees will set compensation.</p>
4	<p><b>Sri. K.V Jose, Thattilkokki –</b> Losing the frontage of my house. The access to my company also affected. Heavy vehicles are coming to the company. So after completion of the project the access would be resettle.</p>	<p>Compensation will directly transfer to the account. No intermediate in it. If any dispute arises compensation will submit to court.</p>





5	<p><b>Sri. Subhash, Kuruvathu House</b> – My newly building house would be much close to the project boundary. If the alignment shifted few yards to the south may reduce my impact.</p>	
6	<p><b>Sri. Vasudevan, Kallupalathunkal</b> – The proposed project is a long awaited project. People are supporting but needed satisfactory compensation.</p>	
7	<p><b>Sri. Jose, Cheruserikkaran</b> – My card shed is affected. Save it if possible.</p>	
8	<p><b>Sri. Rajan P.K, Poovathinkal</b> – Project is displacing my shop I am running from several years. Need satisfactory compensation.</p>	
9	<p><b>Sri. Mohanan, Thaikkattuserry</b> – Boundary stones was placed in my workplace which had been my lively hood. The workplace and frontage of my home are affected. Save both if possible.</p>	



10	<b>Smt. Santha</b> <b>Puthenveetil</b> – I have only 2 cents of land. So save my house	
11	<b>Sri. Shaji, Sri A.K Girijan, Sri Sajeesh</b> – Need satisfactory compensation for the people.	





## CHAPTER 4

### LAND ASSESSMENT

#### 4.1 Description of the land

Project area is situated in the Ollur- Puthukkad road and very near to Thaikkattussery junction. The proposed project is to construct a ROB in the level cross of Ollur Puthukkad road. Project is defined as both sides of the level cross of Puthukkad – Ollur road having a total length of 500mtrs. The project area consist of residential places, agricultural land cultural properties. Few cents of railway land is also come under the project area. 5% of project area is paddy land but it will not affect the paddy cultivation in the area.

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

Thalore level cross is situated between Thalore junction and Thaikkattuserry in Thalore – Thaikkattuserry road. Both sides of the road is thickly populated and residential area of Thrissur Corporation. Thaikkattuserry is famous for its traditional Ayurveda treatment centre. Thalore – Thaikkattuserry road is one of the busy traffic road and the project Thalore ROB will support the socio-economic development of the entire area of Thaikkattuserry. Residential importance of the area will further developed. The free access to the National Highway and state headquarters will bring more institutions and commercial units in the area.

#### 4.3. Total land requirement for the project.

The total land acquiring for the project is 0.3683 Hectares. Thirty - Two holdings will expect to be affected.

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

Land owned by Indian Railway and part of one Public road were affected by the project.



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

Not Applicable

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

The total land acquiring for the project is 0.3683 Hectares. Project area is located very near to Thaikkattussery junction in ollur – Puthukkad road. Due to the presence of Ayurveda hospital and allied institutions, the area is famous for Ayurveda treatment and Ayurveda tourism. Several people far from the district and state are reaching the area for Ayurveda treatment. The project location is primarily a residential area. But paddy lands and agricultural lands are also having its presence in the location. The area coming under Thrissur corporation and having are urbanized residential pattern. The area is well connected with PWD and Panchayath roads and situated 10 k.m. from district quarters and 45 k.m from Kochi Inter National Airport. National high way is passing just 5 k.m away from the area.

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

Sl. NO	Nature of land	Present Use of Land	Irrigated / Non irrigated	Cropping Pattern	No. of Holdings
1.	Dry	Commercial	Irrigated	NA	3
2.	Dry	Residential	Irrigated	NA	26
3.	Wet	Agricultural	Irrigated	Non Cultivable	3
4.	Dry	Government/Cultural/ Religious	NA	Offering Box	1
	<b>Total</b>				<b>32</b>





#### **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.

<b>Size of Holdings</b>	<b>No. of Holdings</b>
10 cents $\leq$	5
10- 20 cents	18
20 – 30	5
30 – 40	3
40 – 50	0
Above 50 cent	1
<b>Total</b>	<b>32</b>

#### **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 finds that 32 Holders including 1 offering box belongs to a temple affected by the project. The Socio-Cultural and Economic details of the project affected Title holders shows that all are belongs to middle class or upper middle class except three. The literacy level of Holders says that all are having 10<sup>th</sup> and above educational qualifications. All the Title holders are living in the area more than twenty years except three which are having fifteen years. Religious distribution shows that 14 holders are Christian and 18 are Hindus. Gender distribution shows that 26 holders are male and 6 are female.

#### **5.2 Families which are indirectly affected by the project.**

The sides of Thalore -Thaikkattuserry road is residential in nature. Three sub roads are starting from or ending in the project area. These sub roads will lose their direct access to the PWD road after completion of the project. This may affect the people who are using this sub roads. Clearing the traffic block due to railway level cross will enhance the vehicle traffic through the Thalore - Thaikkattuserry road. This will also affect the people in the area indirectly. But the project will support the improvement of socio - economic status of the area.

#### **5.3. Inventory of productive assets and no significant lands.**

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





## Chapter 6

### SOCIO ECONOMIC AND CULTURAL PROFILE

#### 6.1. Demographic Details

The Socio-Cultural and Economic details of the project affected title holders shows that all are belongs to middle class or upper middle class except three. The literacy level of Holders says that all are having 10<sup>th</sup> and above educational qualifications. All the title holders are living in the area more than twenty years except three which are having fifteen years. Religious distribution shows that 14 holders are Christian and 18 are Hindus. Gender distribution shows that 26 holders are male and 6 are female.

#### 6.2. Gender wise distribution of Land Holders

Sex ratio of THs	No of THs
Male	26
Female	6
<b>Total</b>	<b>32</b>

#### 6.3. Age wise distribution of Land Holders

Age of THs	No of THs
20-30	0
31-40	3
41 - 50	5
51 - 60	12
61 - 70	10
Above 70	2
<b>Total</b>	<b>32</b>



#### 6.4. Family size of Land Holders

Family Size of THs	No of Families
2-3	3
4-5	13
6-7	14
Above 7	2
<b>Total</b>	<b>32</b>

#### 6.5. Educational Qualification of Land Holders

Educational Qualification	No of THs
Below SSLC	2
SSLC	9
PDC	10
DEGREE	7
PG	1
Technical	0
Others	3
<b>Total</b>	<b>32</b>

#### 6.6 Religious Distribution of Land Holders

Religion of THs	No. of THs
Hindu	18
Muslim	0
Christian	14
<b>Total</b>	<b>32</b>

#### 6.7 Economic Distribution of Land Holders

Economic Status of THs	No. of THs
APL	28
BPL	4
<b>Total</b>	<b>32</b>





## 6.8 Occupational Distribution Land Holders

Major Occupation of THs	No of THs
Agricultural	4
Business	12
Govt. Job	-
Private Job	8
Others	8
<b>Total</b>	<b>32</b>

## 6.9 Income distribution of THs

Monthly Income of THs	No of THs
Below 10000	4
10000-20000	12
20000-30000	9
30000-40000	4
40000-50000	2
Above 50000	1
<b>Total</b>	<b>32</b>

## 6.10 Socio Economic Profile of Project Affected Family Members.

### 6.10.1 Age wise distribution of PAF Members

Age of PAF Members	No of PAF Members
≤10	12
11-20	17
21-30	19
31-40	23
41 - 50	28
51 - 60	23
61 - 70	25
Above 70	11
<b>Total</b>	<b>158</b>



### 6.10.2 Educational Qualification of PAF Members

<b>Educational Qualification</b>	<b>No of PAF Members</b>
Below 10 <sup>th</sup>	17
10 <sup>th</sup>	16
+2	16
Degree	43
PG	19
Professional	14
Other	33
<b>Total</b>	<b>158</b>





## CHAPTER 7

### SOCIAL IMPACT MANAGEMENT PLAN

The primary impact of the project is the loss of two residential houses, two commercial units, twenty nine residential lands, three agricultural lands and one offering box of a temple. Those who are losing residential houses is not having sufficient land to rebuild their residence. Therefore the project impact on these families are considered as high. Those who are losing the residential land in front of their houses may face the impact of losing frontage of residential houses. But all affected land owners were anticipated this impact because of their land and residential nature which is very near to the level cross and Ollur – Puthukkad road. The losing commercial unit i.e. a tea shop working in the area in last 10 years. The affected cultural property is belongs to temple which is situated near by the project area.

The project may resolve the traffic issues in the area and it may appreciate the land value and it will help socio economic status of the area.

#### 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	Ensure rehabilitation. 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.



2	Loss of Part of Residence	Rehabilitation/ Compensation	Ensure rehabilitation. Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
3	Loss of Part of land	Compensation	Compensate the loss.
4	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.
5	Loss of structures	Compensation	Compensate the loss.
6	Loss of Part of structure	Compensation	Compensate the loss.
7	Loss of Cash crops	Compensation	Compensate the loss.
8	Loss of wells	Control/Avoided	Protect as possible.
9	Loss of access to properties	Control	Prepare a resettlement plan in consultation with Project Affected Families. Case by case plan will be informed well in advance before starting project construction.



10	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.
11	Road is very near to houses	Safety/Resettlement	Take necessary action for the safety of houses.
12	Loss of water supply pipes	Resettle	Resettle
13	Loss of trees	Compensate & Control	Compensate lose and plant equal 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.

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

Not Applicable

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

Not Applicable





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

Not Applicable

**7.6 Detailed Mitigation Plan**

Potential Impact	Positive/ Negative	Likely hood	Magnitude	Pre- Mitigation Level of Impact	Post - Mitigation Level of	Mitigation Measures
Loss of Residence	Negative	Possible	Maximum	Medium	High	Compensate the loss.
Loss of part of Residence	Negative	Possible	Maximum	Medium	High	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 Part of structure	Negative	Possible	Maximum	Maximum	Medium	Compensate the loss.
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.
Road is very near to houses	Negative	Possible	Medium	Minimum	Low	Take necessary action for the safety of houses.
Loss of water supply pipes	Negative	Possible	Low	Minimum	Low	Resettle





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.



## CHAPTER 8

### SOCIAL IMPACT MANAGEMENT PLAN AND INSTITUTIONAL FRAMEWORK

#### 8.1- Institutional structure for key personal

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



## **CHAPTER 9**

### **SOCIAL IMPACT MANAGEMENT BUDGET AND FINANCING OF MITIGATION**

#### **9.1 Costs of all resettlement and rehabilitation costs**

Not Applicable

#### **9.2 Annual budget and plan of action**

Not Applicable

#### **9.3 Funding sources with breakup**

Not Applicable





## **CHAPTER 10**

### **SOCIAL IMPACT MANAGEMENT PLAN MONITORING AND EVALUATING**

#### **10.1. Key Monitory and Evaluating Indicators**

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

#### **10.2. Reporting mechanisms and monitoring roles**

Not Applicable

#### **10.3. Plan of Independent Evaluation**

Not Applicable



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

Therefore, the project has to be implemented.



**SAJU V ITTY  
CHAIRMAN  
SIA UNIT**

**Annexures**

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



**ഒല്ലൂർ - പുതുക്കാട് റെയിൽവേ മേൽപ്പാലം നിർമ്മാണം  
എടക്കുന്നി വില്ലേജ്, തൃശ്ശൂർ താലൂക്ക്  
തൃശ്ശൂർ ജില്ല**

**പദ്ധതി ബാധിതരുടെ പേര് വിവരങ്ങൾ**

ക്രമ നം.	സർവ്വേ /നമ്പർ	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ബാധിക്കപ്പെടുന്ന വസ്തുവിന്റെ വിവരണം
1	103/8	കെ. വി. ജോസ്, തട്ടിൽ കോക്കി ഹൗസ് തലോർ പി.ഒ. - 680 306	9249213836	വീടിന്റെ പടി,മതിൽ, ഗെയ്റ്റ്, ടർസ്, സിറ്റ് ഔട്ട്, കുട്ടവിരിച്ച മുറ്റം
2	103	ചെറിയാൻ, തട്ടിൽ കോക്കി ഹൗസ് തലോർ പി.ഒ. - 680 306	9656018871	മതിൽ മുഴുവനും, സെപ്റ്റിക് ടാങ്ക്, വെയ്സ്റ്റ് ടാങ്ക്, 2ഗെയ്റ്റ്, മരങ്ങൾ, ചെടികൾ
3	117/126	ആന്റോ (ജോസ്), ചെറുശ്ശേരിക്കാരൻ ഹൗസ് തലോർ പി.ഒ. - 680 306	9496346171	മതിൽ മുഴുവനും, മരങ്ങൾ,വാർക്ക വീട് സിറ്റ് ഔട്ട്, 2 മാവ്, മതിൽ മുഴുവൻ
4	117/126	ഫ്രാൻസിസ് ചെറുശ്ശേരിക്കാരൻ ഹൗസ് ,തലോർ പി.ഒ. - 680 306	9496346171	വാർക്ക വീടിന്റെ പകുതി
5	103/9	ആന്റണി , തട്ടിൽ കോക്കി ഹൗസ് തലോർ പി.ഒ. - 680 306	7994480229	3 തെങ്ങ്, മരങ്ങൾ
6	103/10	വാസുദേവൻ, കല്ലുപാലത്തിങ്കൽ ഹൗസ് , തലോർ പി.ഒ. - 680 306	8086290067	കടയുടെ മുൻവശം, സിമെന്റ് തറ, ഷെഡ്, 2 മാവ്, തൂൺ, ഗെയ്റ്റ്, മതിൽ മുഴുവൻ, പൈപ്പ് കണക്ഷൻ
7	117/3	പോൾസൺ, നാട്ടേക്കാടൻ ഹൗസ് , തലോർ പി.ഒ. - 680 306	9995320669	വീടിന്റെ ഷീറ്റ്, മതിൽ, ഗെയ്റ്റ്, കുട്ടവിരിച്ച മിറ്റം, അലങ്കാര ചെടികൾ
8	11/4-2	രാജൻ, തൈക്കാട്ടുശ്ശേരി ഹൗസ് , തൈക്കാട്ടുശ്ശേരി പി.ഒ. - 680 306	8606292587	വഴി
9	11/4-2	മോഹനൻ റ്റി.എ. തൈക്കാട്ടുശ്ശേരി ഹൗസ് , തൈക്കാട്ടുശ്ശേരി പി.ഒ. - 680 306	9847055838	വീടിന്റെ മുന്നിലെ സ്ഥലം, മതിൽ
10	103/5	ഷാജു കെ.ഒ., തട്ടിൽ കോക്കി, തലോർ പി.ഒ. - 680 306	9656536494	ട്രെയ്ലറിംഗ് കൂട മുഴുവനും,വീട് മുഴുവനും, ഗെയ്റ്റ് മതിൽ
11	118	എ.കെ.ഗിരിജൻ ആലുവാക്കാരൻ ഹൗസ് പച്ചലിപ്പുറം, വട്ടണത്ര പി.ഒ. 680 302	9539248012	വഴി





12	118	ഫ്രാൻസിസ് കെ.എ. കൊടവരക്കാടൻ ഹൗസ് , തലോർ പി.ഒ. - 680 306	9496170353	വഴി
13	118	ബൈജു കെ.ജോസഫ് തട്ടിൽ കോക്കി ഹൗസ് , മേരിമാതാ സ്കൂളിന് സമീപം ഗാന്ധിനഗർ പുതുക്കാട് പി.ഒ.- 680 301	9446619571	വഴി
14	103/6	ജോസഫ് അഗസ്റ്റിൻ, കിഴിക്കാടൻ പറമ്പിൽ ഹൗസ്, തലോർ പി.ഒ.- 680306	9400951181	മതിൽ, ഗെയ്റ്റ്, മരങ്ങൾ, ചെടികൾ
15	1450	പോൾസൺ, തട്ടിൽ കോക്കി ഹൗസ്, തലോർ പി.ഒ. - 680 306	9946877283	കടയുടെ പകുതിഭാഗം, മതിൽ, പകുതി റൂം മുൻവശം
16	122/22	ഷീല വർക്കി, കൈതക്കാടൻ ഹൗസ് പി.ഒ. തൈക്കാട്ടുശ്ശേരി - 680 306	8606331015	മതിലിനോട് ചേർന്ന്
17	117/7	ജോസ് സി.ആർ. , ചേലക്കാട്ട് തലോർ പി.ഒ. - 680 306	9847198127	1/4 ഭാഗം മതിൽ, മതി ലിലെ ലൈറ്റ്, മണ്ണിന്റെ അടിയിലെ കുഴൽകിണർ, കട്ടവിരിച്ച ഭാഗം.
18	117/3	രാജീവ്കുമാർ എ.കെ. ഉള്ളത്തിൽ ഹൗസ്, പി.ഒ. തൈക്കാട്ടുശ്ശേരി - 680 306	00971505970146	മതിലിനോട് ചേർന്ന്
19	117/6	എറപ്പായ് ഷാജി ചെറുവത്തൂർ ഹൗസ്, പി.ഒ. തൈക്കാട്ടുശ്ശേരി - 680 306	8301072580	മതിൽ മുഴുവൻ ചെടികൾ, മരങ്ങൾ
20	89/1	നാരായണൻ മൂസ് തൈക്കാട് ഹൗസ്, പി.ഒ. തൈക്കാട്ടുശ്ശേരി - 680 306	7994435893	സ്ഥലം
21	472	നാരായണൻ നായർ, വടക്കോട്ട് ഹൗസ്, തൈക്കാട്ടുശ്ശേരി പി.ഒ. - 680 306	9539545715	9539545715
22	1449	രാജൻ പി.കെ., പുവത്തിങ്കൽ ഹൗസ്, ചെറുശ്ശേരി, തൈക്കാട്ടുശ്ശേരി പി.ഒ.- 680 306	9961347396	കടയുടെ മുൻവശം
23	122/21 122/20	ഷൈജു കെ.ജി. കിഴക്കൂടൻ ഹൗസ്, തൈക്കാട്ടുശ്ശേരി പി.ഒ. - 680 306 , ഒല്ലൂർ	9847672510	വഴി
24	75/98 81/31 122	ധനലക്ഷ്മി, കിഴക്കൂടൻ ഹൗസ്, തൈക്കാട്ടുശ്ശേരി പി.ഒ. - 680 306 , ഒല്ലൂർ	9847672510	വഴി
25		സുഭാഷ്, കുറുവത്ത് ഹൗസ്, തൈക്കാട്ടുശ്ശേരി പി.ഒ. - 680 306 , ഒല്ലൂർ	9388689030	വീടിന്റെ മുൻവശം



26	122	രജുനി ശങ്കർ , മഠത്തിൽ ഹൗസ്, തൈക്കാട്ടുശ്ശേരി പി.ഒ. - 680 306 , ഒല്ലൂർ	7012961790	മതിൽ, ഗെയ്റ്റ്
27	122	അമ്മുകുട്ടിഅമ്മ, മഠത്തിൽ ഹൗസ്, തൈക്കാട്ടുശ്ശേരി പി.ഒ. - 680 306 , ഒല്ലൂർ	7012961790	മതിൽ, ഗെയ്റ്റ്
28	122/98	ബിജു സി.റ്റി. ചീരമ്പൻ ഹൗസ്, പൊന്നുക്കര , ഒല്ലൂർ, തൃശ്ശൂർ പിൻ- 680 306	9847958188	സ്ഥലം
29	122/20	സജീഷ് വി.എം. വാര്യാട്ട് ഹൗസ്, തൈക്കാട്ടുശ്ശേരി പി.ഒ. - 680 306 , ഒല്ലൂർ	9895720282	വീട്ടിലേക്കുള്ള വഴി
30	122/98	ബാബു പി.എൽ. ഷൈനി ബാബു പെല്ലിശ്ശേരി ഹൗസ്, ഇന്റർസ്ട്രിയൽ എസ്റ്റേറ്റ് സമീപം ഒല്ലൂർ - 680 306	9447829351	സ്ഥലം, മതിൽ
31	117	സുനിത ആർ പുത്തൻവീട്ടിൽ തൈക്കാട്ടുശ്ശേരി പി.ഒ. - 680 306 , ഒല്ലൂർ	9744737104	വീടിനോട് ചേർന്ന്
32	117	കല ആർ, പുത്തൻവീട്ടിൽ തൈക്കാട്ടുശ്ശേരി പി.ഒ. - 680 306 , ഒല്ലൂർ	9744737104	വീടിനോട് ചേർന്ന്
		ശ്രീ പാറക്കുളങ്ങര ഭഗവതി ക്ഷേത്രം	9745454014	കാണിക്കവണ്ണി (ഭണ്ഡാരം)





# PHOTOGRAPHS









2022 ജൂൺ 1  
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മംഗളം

ഫാറം 5 ചട്ടം 14 (1) വിജ്ഞാപനം തീയതി : 28/05/2022  
 ചുവടെ പട്ടികയിൽ വിവരിക്കുന്ന തൃശ്ശൂർ ജില്ലയിൽ തൃശ്ശൂർ താലൂക്കിൽ, എടക്കുന്നി വില്ലേജിൽ ഉൾപ്പെടുന്ന ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് ഒല്ലൂർ - പുതുക്കട് റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിൽ എൽ.സി. നം 27 ന് പകരം റെയിൽവേ മേൽപ്പാലം നിർമ്മിക്കുന്നതിന് ആവശ്യമുണ്ടെന്നോ, ആവശ്യമുണ്ടായേക്കാമെന്നോ കേരള സർക്കാരിന് ബോധ്യപ്പെട്ടതിനാലും, ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ടപരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും, പുനസ്ഥാപനത്തിനുമുള്ള അവകാശ നിയമം 2013 ലെ (2013 ലെ 30-ാം കേന്ദ്ര ആക്ട്) 4-ാം വകുപ്പിന്റെ (1)-ാം ഉപവകുപ്പ് അനുസരിച്ച് കേരള ഗസറ്റ് തീയതി 2022, മേയ് 17, നം. 1597, വിജ്ഞാപനം നമ്പർ. ഡി.സി.റ്റി.എസ്.ആർ. 8777/2018-ഇ4, തീയതി, 2022, മേയ് 16, അറിയിപ്പ് പ്രകാരം താഴെപ്പറയുന്ന പട്ടികയിൽ വിവരിക്കുന്ന പ്രദേശത്ത് ഒരു സാമൂഹിക ആഘാത പഠന വിലയിരുത്തൽ നടത്താൻ തീരുമാനിച്ചിട്ടുള്ളതാണ്. ആയതിനാൽ ആക്ടിൽ പരാമർശിക്കും പ്രകാരം സാമൂഹിക പ്രത്യാഘാത പഠന റിപ്പോർട്ട് തയ്യാറാക്കുന്നതിന് താഴെ പട്ടികയിൽ വിവരിക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപ്പര്യങ്ങളോ ഉള്ള താങ്കളോ, താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ആളുകളോ 2022-ാം മാണ്ട് ജൂൺ 16-ാം തീയതി, രാവിലെ 11 മണിക്ക് മോഹൻ വുഡ് വർക്സ്, തൈക്കാട്ട്ശ്ശേരി, അങ്കണത്തിൽ വച്ച് നടത്തുന്ന പൊതു അഭിപ്രായ സ്വീകരണയോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.

ക്രമ നം.	സർവ്വേ നം.	വിവരണം	വിഹാറ	പേര്
1	117/1p, 117/2p, 117/3p, 117/4p, 117/5p, 117/6p, 117/7p, 117/53p, 117/55p, 117/106p, 117/126p, 117/127p, 117/131p, 118/2p, 118/3p, 118/4p, 89/1p, 89/2p, 89/3p, 89/4p, 103/4p, 103/5p, 103/6p, 103/7p, 103/9p, 103/10p, 103/34p, 122/20p, 122/21p, 122/22p, 122/98p,	പുരയിടം നിലം	0.3683	കെ. വി. ജോസ്, ചെറിയാൻ, ജോസ്, ആന്റണി, വാസുദേവൻ, പോൾസൺ, രാജൻ, ഷാജു കെ.ഒ., ജോസഫ് അഗസ്റ്റിൻ, പോൾസൺ, ഷീല വർക്കി, ജോസ് സി.ആർ., രാജീവ് കുമാർ എ.കെ., എറപ്പായ് ഷാജി, നാരായണൻ മുസ്., ആന്റോ
ആകെ വിസ്തീർണ്ണം			0.3683	
ചെയർമാൻ, സാമൂഹിക പ്രത്യാഘാത പഠന യൂണിറ്റ്				



# ജനയുഗം

2022 ജൂൺ 1 ബുധൻ

പാഠം 5 ചട്ടം 14 (1) വിജ്ഞാപനം തീയതി : 28/05/2022

ചുവടെ പട്ടികയിൽ വിവരിക്കുന്ന തൃശ്ശൂർ ജില്ലയിൽ തൃശ്ശൂർ താലൂക്കിൽ, എടക്കുന്നി വില്ലേജിൽ ഉൾപ്പെടുന്ന ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് ഒറ്റമുൾ - പുതുക്കാട് റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിൽ എൽ.സി നം 27 ന് പകരം റെയിൽവേ മേൽപ്പാലം നിർമ്മിക്കുന്നതിന് ആവശ്യമുണ്ടെന്നോ, ആവശ്യമുണ്ടായേക്കാമെന്നോ കേരള സർക്കാരിന് ബോധ്യപ്പെട്ടതിനാലും, ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ടപരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും, പുനസ്ഥാപനത്തിനുമുള്ള അവകാശ നിയമം 2013 ലെ (2013 ലെ 30-ാം കേന്ദ്ര ആക്ട്) 4-ാം വകുപ്പിന്റെ (1)-ാം ഉപവകുപ്പ് അനുസരിച്ച് കേരള ഗസറ്റ് തീയതി 2022, മേയ് 17, നം. 1597, വിജ്ഞാപനം നമ്പർ. ഡി.സി.റ്റി.എസ്.ആർ. 8777/2019-ഇ4, തീയതി, 2022, മേയ് 16, അറിയിപ്പ് പ്രകാരം താഴെപ്പറയുന്ന പട്ടികയിൽ വിവരിക്കുന്ന പ്രദേശത്ത് ഒരു സാമൂഹിക ആഘാത പഠന വിലയിരുത്തൽ നടത്താൻ തീരുമാനിച്ചിട്ടുള്ളതാണ്. ആയതിനാൽ ആക്ടിൽ പരാമർശിക്കുന്ന പ്രകാരം സാമൂഹിക പ്രത്യാഘാത പഠന റിപ്പോർട്ട് തയ്യാറാക്കുന്നതിന് താഴെ പട്ടികയിൽ വിവരിക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപ്പര്യങ്ങളോ ഉള്ള താങ്കളോ, താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ആളുകളോ 2022-ാം മാഞ്ച് ജൂൺ 16-ാം തീയതി, രാവിലെ 11 മണിക്ക് മോഹൻ വുഡ് വർക്സ്, തൈക്കാട്ട്ശ്ശേരി, അങ്കണത്തിൽ വച്ച് നടത്തുന്ന പൊതു അഭിപ്രായ സ്വീകരണയോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.

ക്രമ നം.	സർവ്വേ നം.	വിവരണം	വി.ഐ	പേര്
1	117/1p, 117/2p, 117/3p, 117/4p, 117/5p, 117/6p, 117/7p, 117/53p, 117/55p, 117/106p, 117/126p, 117/127p, 117/131p, 118/2p, 118/3p, 118/4p, 89/1p, 89/2p, 89/3p, 89/4p, 103/4p, 103/5p, 103/6p, 103/7p, 103/9p, 103/10p, 103/34p, 122/20p, 122/21p, 122/22p, 122/98p.	പുരയിടം തീലം	0.3683	കെ. വി. ജോസ്, ചെറിയാൻ, ജോസ്, ആന്റണി, വാസുദേവൻ, പോൾസൺ, രാജൻ, ഷാജു കെ.ഒ., ജോസഫ് അഗസ്റ്റിൻ, പോൾസൺ, ഷീല വർക്കി, ജോസ് സി.ആർ., രാജീവ് കുമാർ എ.കെ., എറപ്പായ് ഷാജി, നാരായണൻ മുസ്, ആന്റോ
ആകെ വിസ്തീർണ്ണം			0.3683	
ചെയർമാൻ, സാമൂഹിക പ്രത്യാഘാത പഠന യൂണിറ്റ്				



സ്വീകർത്താവ്

നോട്ടീസ് / അറിയിപ്പ്

തൃശ്ശൂർ ജില്ലയിൽ തൃശ്ശൂർ താലൂക്കിൽ, എടക്കുന്നി വില്ലേജിൽ ഉൾപ്പെടുന്ന ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് ഒല്ലൂർ - പുതുകാട് റെയിൽവേ സ്റ്റേഷനുകൾക്കിടയിൽ എൽ.സി. നം 27 ന് പകരം റെയിൽവേ മേൽപ്പാലം നിർമ്മിക്കുന്നതിന് ആവശ്യമുണ്ടെന്നോ, ആവശ്യമുണ്ടായേക്കാമെന്നോ കേരള സർക്കാരിന് ബോധ്യപ്പെട്ടതിനാലും, ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ട പരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും, പുനസ്ഥാപനത്തിനുമുള്ള അവകാശ നിയമം 2013 ലെ (2013 ലെ 30-ാം കേന്ദ്ര ആക്ട്) 4-ാം വകുപ്പിന്റെ (1)-ാം ഉപവകുപ്പ് അനുസരിച്ച് കേരളാ ഗസറ്റ് തീയതി 2022, മേയ് 17, നം. 1597, വിജ്ഞാപനം നമ്പർ. ഡി.സി.റ്റി.എസ്.ആർ. 8777/2019-ഇ4, തീയതി, 2022, മേയ് 16, അറിയിപ്പ് പ്രകാരം താഴെപ്പറയുന്ന പട്ടികയിൽ വിവരിക്കുന്ന പ്രദേശത്ത് ഒരു സാമൂഹിക ആഘാത പഠന വിലയിരുത്തൽ നടത്താൻ തീരുമാനിച്ചിട്ടുള്ളതാണ്. ആയതിനാൽ ആക്ടിൽ പരാമർശിക്കും പ്രകാരം സാമൂഹിക പ്രത്യാഘാത പഠന റിപ്പോർട്ട് തയ്യാറാക്കുന്നതിന് പ്രസ്തുത ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപ്പര്യങ്ങളോ ഉള്ള താങ്കളോ, താങ്കൾ ചുമതലപ്പെടുത്തുന്ന ആളുകളോ 2022-ാം മാണ്ട് ജൂൺ 16-) തീയതി, രാവിലെ 11 മണിക്ക് മോഹൻ വുഡ് വർക്സ്, തൈക്കാട്ട്ശ്ശേരി, അകണത്തിൽ വച്ച് നടത്തുന്ന പൊതു അഭിപ്രായ സ്വീകരണയോഗത്തിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.



ചെയർമാൻ

സാമൂഹിക പ്രത്യാഘാത പഠന യൂണിറ്റ്

സ്ഥലം : കോട്ടയം  
തീയതി : 28/05/2022



## സാമൂഹിക പ്രത്യാഘാത പഠനം

ഒല്ലൂർ - പുതുക്കാട് റെയിൽവേ മേൽപ്പാലം നിർമ്മാണം  
എടക്കുന്നി വില്ലേജ്, തൃശ്ശൂർ താലൂക്ക്


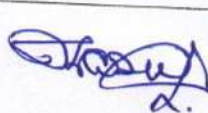

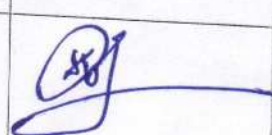



പൊതു അഭിപ്രായ സ്വീകരണം

സ്ഥലം : മോഹൻ വുഡ് വർക്സ് അകണം, തൈക്കാട്ട്ശ്ശേരി

സ്ഥലം തീയതി : 16/06/2022 സമയം 11 എ. എം.




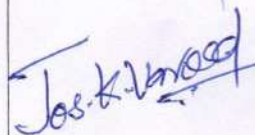
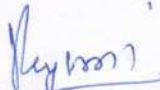


ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
1	ജ്യോതി. വി. ബി ബഹു-താഴ്വരകൾ, തൃശ്ശൂർ	9497627385	
2	അനൂപ്. പി. അനീ വെള്ളൂർപ്പാലം അതിരൂർത്ത് - അന്തർ- അനന്തൻ മേൽവിലാസം	9847651530	
3	C.P. Pavan Counsellor	9847053264	
4	S. Manoj Kumar DGM/ICRDL	9447721040	
5	മിഥുൻ ജോസഫ് സെക്യൂററ്റി ഓഫീസർ, KRDL	9946835946	
6	CAROLIN JERISH - Counsellor	8907711848	
7	T.A. Antony Thattai Kokiya	7994480229	
8	Roshan Francis, Chembaray	9696366171	



ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
9	Rajesh Kumar. A.K Arakal Kalappurakal (H) Thaikattussery, Okur	9037611914	
10	K.S. Vasudevan Kallupalathimangal(H) P.O.-Thalove 680306 TCR. Dist.	8086290067	
11	A.K. നാഥൻ കിഴക്കാട്. H പാലക്കാട്	95392480 12	
12	Babu. P.L. Pellissery (H) Shiny Babu P.O. Okur	9447829351	Babu
13	Joseph Augustine	949951181	
14	SUBASH.K.A KURUVATH (H)	9388689030	
15	K. Oshojan Moccy (H)	9656516494	
16	T.A. RAO Thaikattussery	8606292587	Raja
17	SHAJI. RAPHAEL CHERUVATHOOK. HOOR	8301072580	
18	FRANCI. K.A. Kodavarakkovan. h Thalove. P.O. PR	9496170353	Francis



ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
19	ജോയിന്റ് TA ഞാങ്ങാട്ടുശ്ശേരി - H0 PO ഞാങ്ങാട്ടുശ്ശേരി	9847055838	<u>JAM</u>
20	Sajeesh v. m Varikat (H) Thaikattussery (P.O)	9895720282	<u>Speed</u>
21	Kala Putan VETIL HOWSE	9744737104 9746948641	<del>Suma</del>
22	Sumitha SARESH. EKKA PURATH HOWSE	9746948641	<u>Suma</u>
23	RAJAN P.K. POOVATHINKAL - H Thaikattussery		<u>Rajana</u>
24	BYJU.K. JOSEPH THETTI KOLEY H. THELORE P.O	91446619571	<u>Byju</u>
25	BIJU.C.T CHEERAMBAN (H) POSI-PONNUKKARA	9567988466	<u>Biju</u>

ക്രമ നം.	പേരും മേൽവിലാസവും	ഫോൺ നമ്പർ	ഒപ്പ്
26	ബിനോയ് മേലേങ്കാട്ടിലുപുഴ വി.പി. തലോർ	9847198127	Beeha 
27	പോൾഗോപാൽ കിടൽക്കോണി തലോർ P.O	99468 77283	
28	Narayanan Nair Vadakkal St Thallore Hussey	9539545715	
29	Jos K.V. Thattal Kokky (H) P.O-Thalore 880306	9249213836	Jos. K. V. 
30	Rafanni Shamker Maddathil Idam Therikkalussu	9567392724	Rafanni 
31	Dromy Kurup Dromy Maddathil Idam Therikkalussu		
	G. Chandan	9995320669	





# കേരള ഗസറ്റ് KERALA GAZETTE

## അസാധാരണം EXTRAORDINARY

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്  
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2022 മേയ് 17  
17th May 2022

1197 ഇടവം 3  
3rd Idavam 1197

1944 വൈശാഖം 27  
27th Vaisakha 1944

നമ്പർ  
No.

1597

### ഫോറം നമ്പർ 4

(ചട്ടം 11(3) കാണുക)

### വിജ്ഞാപനം

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2022 മെയ് 16

കേരള സർക്കാർ 09.12.2015 2753-ാം നമ്പർ കേരള അസാധാരണ ഗസറ്റിൽ പരസ്യപ്പെടുത്തിയ 04.12.2015 സ.ഉ.(സാധാരണ)നമ്പർ 649/2015/റ.വ വിജ്ഞാപന പ്രകാരം 2013 ലെ ഭൂമി ഏറ്റെടുക്കലിൽ ന്യായമായ നഷ്ടപരിഹാരത്തിനും, സുതാര്യതയ്ക്കും പുനഃരധിവാസത്തിനും പുനഃസ്ഥാപനത്തിനുമുള്ള അവകാശ ആക്ട് (2013 ലെ കേന്ദ്ര ആക്ട്, 30) പ്രകാരമുള്ള കളക്ടറുടെ ചുമതലകൾ നിർവ്വഹിക്കുവാൻ എൽ.എ. (ജനറൽ) തൃശ്ശൂർ സ്പെഷ്യൽ തഹസീൽദാറെ നിയമിച്ചിരിക്കുന്നതിനാലും,





ഇതോടൊപ്പമുള്ള പട്ടികയിൽ വിവരിച്ചിട്ടുള്ള ഭൂമി ഒരു പൊതു ആവശ്യത്തിന്, അതായത് തൃശ്ശൂർ ജില്ല, തൃശ്ശൂർ താലൂക്ക്, എടക്കുന്നി വില്ലേജിൽ ഒല്ലൂർ - പുതുക്കാട് റെയിൽവെ സ്റ്റേഷനുകൾക്കിടയിൽ LC No. 27 ന് പകരം റെയിൽവേ മേൽപ്പാല നിർമ്മാണത്തിനു വേണ്ടി ആവശ്യമുണ്ടെന്നോ ആവശ്യമുണ്ടായേക്കാമെന്നോ, ജില്ലാ കളക്ടർക്ക് ബോധ്യമാകുന്നതിനാലും,

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

ഇപ്പോൾ തന്മൂലം ജില്ലാതല സാമൂഹ്യ പ്രത്യാഘാത വിലയിരുത്തൽ യൂണിറ്റായ കേരള വൊളന്ററി ഹെൽത്ത് സർവീസ് എന്ന സ്ഥാപനത്തെ നിയമം അനുശാസിക്കുന്ന രീതിയിലുള്ള സാമൂഹിക പ്രത്യാഘാത പഠനം നടത്തുന്നതിനും, സാമൂഹിക പ്രത്യാഘാത നിർവ്വഹണ പദ്ധതി തയ്യാറാക്കുന്നതിനും ചുമതലപ്പെടുത്തിയിരിക്കുന്നു. ഈ പ്രക്രിയ 50 ദിവസത്തിനകം പൂർത്തിയാക്കേണ്ടതാണ്. ഒരു കാരണവശാലും 6 മാസത്തിൽ കൂടുവാൻ പാടുള്ളതല്ല.

**പട്ടിക**

താലൂക്ക് : തൃശ്ശൂർ  
വില്ലേജ് : എടക്കുന്നി

ജില്ല : തൃശ്ശൂർ

(ഏകദേശ വിസ്തീർണ്ണമാണ് നൽകിയിരിക്കുന്നത്)

സീരിയൽ നമ്പർ	വില്ലേജ്	റീസർവ്വേ നം. / സബ് ഡിവിഷൻ നം.	വിവരണം	വിസ്തീർണ്ണം (ഹെക്ടറിൽ)
1	എടക്കുന്നി	117/1p	പുരയിടം	0.0006
2	എടക്കുന്നി	117/2p	പുരയിടം	0.0010
3	എടക്കുന്നി	117/3P	പുരയിടം	0.0025
4	എടക്കുന്നി	117/4P	പുരയിടം	0.0026
5	എടക്കുന്നി	117/5P	പുരയിടം	0.0007



6	എടക്കന്നി	117/6P	പുരയിടം	0.0073
7	എടക്കന്നി	117/7P	പുരയിടം	0.0030
8	എടക്കന്നി	117/53P	പുരയിടം	0.0020
9	എടക്കന്നി	117/55P	പുരയിടം	0.0030
10	എടക്കന്നി	117/106P	പുരയിടം	0.0078
11	എടക്കന്നി	117/126P	പുരയിടം	0.0040
12	എടക്കന്നി	117/127P	പുരയിടം	0.0008
13	എടക്കന്നി	117/131P	പുരയിടം	0.0053
14	എടക്കന്നി	118/2P	നിലം	0.0158
15	എടക്കന്നി	118/3P	പുരയിടം	0.0045
16	എടക്കന്നി	118/4P	പുരയിടം	0.0021
17	എടക്കന്നി	89/1P	പുരയിടം	0.1350
18	എടക്കന്നി	89/2P	നിലം	0.0615
19	എടക്കന്നി	89/3P	പുറമ്പോക്ക്	0.0052
20	എടക്കന്നി	89/4P	നിലം	0.0282
21	എടക്കന്നി	103/4P	പുരയിടം	0.0048
22	എടക്കന്നി	103/5P	പുരയിടം	0.0097
23	എടക്കന്നി	103/6P	പുരയിടം	0.0355
24	എടക്കന്നി	103/7P	പുരയിടം	0.0025
25	എടക്കന്നി	103/9P	പുരയിടം	0.0070
26	എടക്കന്നി	103/10P	പുരയിടം	0.0003
27	എടക്കന്നി	103/34P	പുരയിടം	0.0060
28	എടക്കന്നി	122/20	പുരയിടം	0.0041
29	എടക്കന്നി	122/21	പുരയിടം	0.0044





30	എടക്കന്നി	122/22	പുരയിടം	0.0008
31	എടക്കന്നി	122/98	നിലം	0.0003
			<b>ആകെ</b>	<b>0.3683</b>

(ഒപ്പ്)

ജില്ലാകളക്ടർ,

തൃശ്ശൂർ

