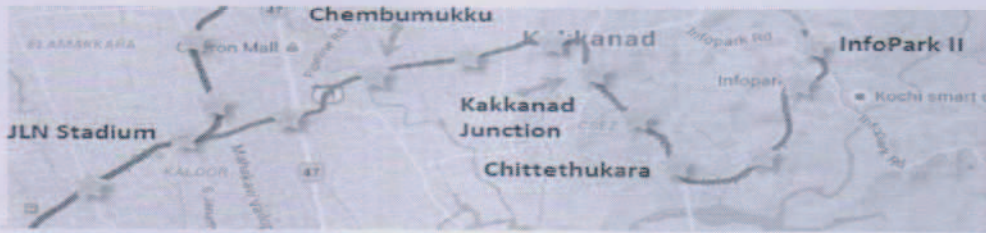


**Social Impact Assessment Study
of
Kochi Metro Rail Pier Location
at Palarivattom
Poonithura Village - 0.0167 Hectares**



Final Report



Requiring Agency
Kochi Metro Rail Ltd.

By
KERALA VOLUNTARY HEALTH SERVICES

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Abbreviations

APL	Above Poverty Line
BPL	Below Poverty Line
KMRL	Kochi Metro Rail Corporation
CVD	Cardio Vascular Diseases
DLPC	District Level Purchasing Committee
LA	Land Acquisition
NGO	Non - Governmental Organisation
NTH	Non - Title Holder
MSW	Master of Social Work
PAP	Project Affected Person
PAF	Project Affected Family
EDRAC	Ernakulam District Resident's Apex Council
KVVA	Kerala Vyapari Vyavasai Association
TH	Title Holder
SIA	Social Impact Assessment
SIMP	Social Impact Management Plan
RTFCTLARR Act	The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act

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CHAPTER 1 EXECUTIVE SUMMARY

1.1. Introduction – Project and Public purpose

Smooth and safe traffic is an indicator of a nations' sustainable development. Rapid growth of India's urban population has put enormous strain on our transport systems. The vehicle population in the country especially in metropolitan cities is increasing tremendously in recent years. This leads to heavy traffic congestion in urban areas and it is considered as one of the major cause of slow economic growth of nations. This is also termed as a potential cause of road accidents. Inability to forecast travel time accurately, leading to drivers allocating more time. 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. Widening of existing roads and adopting new generation traffic system like metro rail are the best solution for traffic problems due to heavy volume of vehicles in cities and urban areas. But major widening of existing roads in cities is not possible due to large volume of displacement of residents and business establishments. This compelled Governments' to go for Construction of viable public transport facilities, like Metro rail, Mono rail. Metro is a mass rapid transportation system. It is convenient, efficient, reliable, fast, modern, user friendly, comfortable and affordable mode of urban transport. Metro rail system will help to eliminate the future bottlenecks in the existing road network by supporting traffic density reduction. India is having one of the fastest growing countries in the world. Studies are shows that the next two years of growth in traffic has made India become the second largest Rail and Road Traffic network after China. The state of Kerala also shows the same trend in Road and Rail traffic. The Kochi metro rail project is the first metro rail project in the state. After one year of its operation, assessments show that it brings a new traffic and travel culture to the city and to the State. The volume of passengers using metro rail for their daily travel is increasing day by day. Kochi Metro Rail Corporation and Government of Kerala expecting a jump in passenger's volume after completion of the expansion project up to Petta, Thrippunithura. For availing Metro rail facility to more people especially those who are working in Government offices, Public limited Companies and Special Economic zone in Kakkanadu, Government has a plan to extend Metro Rail to Kakkanadu from JLN stadium Kalloor. As a first step Government decided to widen the existing Palarivattom – Kakkanadu road (civil line road) and acquired land for pier location at Palarivattom. Compared to the socio economic benefit of the project the Government of

Kerala notified it for land acquisition of public purpose. In Kakkanadu Village boundary walls are placed based on the approved alignments.

1.2 Location

The project location is defined for the study is left side of Kaloor - Edappally Highway where civil line road started from National High way. This area is belongs to Poonithura Village. The estimated land for acquisition for the proposed project is 0.0167 Hectors. But for the social impact study the whole area having a diameter of 50 meters are considered as the buffer zone of the impact and directly affected areas and structures are considered as key impacted zone.

The total land acquiring for the project is 0.0167 Hectare. 11 commercial establishments are affected. Hundred Percentage land is commercial in nature. One is vacant land and others having buildings.

Kochi, the commercial hub of Kerala, is already experiencing signs of urban growth pressures. As per World Bank, Kochi is recognized as one of the seventeen major industrial cities of India and an easy city to start business in India. This decade is witnessing huge investments in the region like International Container Transshipment Terminal at Vallarpadam, Info Park at Kakkanad, Special Economic Zone by NEST, LNG terminal, Electronic hardware park. Among the districts, Ernakulum district contributes the highest portion (14.47) of Kerala's GDP. Being a centre of excellence of education and a destination for major industries and establishments like High court, Stock exchange, Kochi shipyard, Spice board etc. attract significant floating population form the neighboring districts for their livelihood. In addition to this, Kochi has been emerged as a major tourist destination to domestic as wells as international tourists. Recently opened mall by Lulu group has multi folded the number of visitors in the city. Urbanization has been observed as a new phenomenon with a quickening pace in the last 15 to 20 years. Kochi Corporation with a population of 602046 in 2011 (Census 2011) will grow at an annual growth rate of 1.0 during 2011- 2031 (Development Plan for Kochi city region Draft (2031)). Kochi city region comprising two municipalities and surrounding local bodies with an area of 369.72 sq.km will carry a population of 22.73 lakhs by 2031(Development Plan for Kochi city region {Draft (2031)). Roughly 68 percentage of the population, compared to about only 48 percentage in 2001, lives in urban areas in the Ernakulum district which is far beyond the state average. The urban population in Ernakulam is presently estimated to increase 4.2 percentages annually.

The proposed project aimed to establish a pier location at Palarivattom for Kochi Metro Rail. The demography of the population shows that an almost equal proportion of Hindus, Muslims and Christians. The middle Income

population is the dominant socio-economic community of this location. The project is directly affected by 12 Title Holders in the area.



Map 1.1

1.3 Size and Attributes of Land Acquisition

Land Acquisition Authority

Land acquisition Special Thahasildar office (Kochi Metro) 1 & 2 are prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands except area between JLN stadium to Palarivattom Jn. Thahasildar office 1 is preparing land details for Poonithura Village.

Details of project affected families

The social Impact Assessment Survey finds that 12 commercial lands are affected by the project. None of the holding is ancestral property. The affected title holders are not vulnerable.

Details of the acquiring land

The total land acquiring for the project is 0.0167 Hectare. 11 commercial establishments are affected. Hundred Percentage land is commercial in nature. One is vacant land and others having buildings.

Socio Economic and Cultural Profile

The Socio Economic and Cultural profile of the area shows that 30% of title holders are holding the affected land more than 20 years. Others are holding the land in more than 10 years. The occupational distribution shows that

90% of title holders are doing own business and one person is residing abroad. The economic status shows that all are having a monthly income of more than Rs. 25,000. No vulnerable title holders are identified in the area. The land holding pattern shows that 70% of title holders are having land less than 5 cents. No scheduled cast or tribe family holding land in the project affected area.

No Non-title holders are identified as directly affected in the area. Five shops are affected its frontage Access to national highway. This can be resettled during the implementation period

1.4. Alternatives

Sl.No	Alternatives proposed	Remarks
1	The alignment of the extension of metro rail to Kakkanad will be shifted to right side of the Kaloor-Edappally road(NH47)	The proposed acquisition is for pier location. It is not directly link with in which side the alignment of metro rail extension goes to Kakkanadu.

Table 1.1

1.5. Social Impact

The location of the project is considered as one of the major commercial area of Ernakulam city because civil line road is joining the national high way in this particular junction. More over JLN stadium the only international stadium in the state is situating 100mts from the area. Therefore a small area of acquisition will also have considerable impact. The social impact assessment study finds that four major impacts moderately affect the title holders apart from the land and structural loss. The impact on present access, loss of parking area, uncertainty about the future acquisition and loss of business are the major identified impact other than the loss of land and structure. Most of the title holders are having their own business in the affected properties. Seven out of twelve title holders are not having sufficient land for reconstructing building in comply with existing local body rules. Therefore the mitigation measures will develop based on the above facts. The present project of developing pier location will not displaced any title holder from the area. But the impact on access and parking area may adversely affect their business. If a resettlement plan developed in consultation with title holders will marginally reduce the impact.

1.6. Mitigation Measures

Sl.No.	Risk Assumed	Approach	Mitigation Strategy
1.	Loss of land	Compensation	Compensate the loss.
2	Loss of Building	Compensation	Compensate the loss.
3	Loss of part of Building	Compensation and Resettlement	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc.
4	Loss of structures	Compensation	Compensate the loss.
5	Loss of Part of structure	Compensation	Compensate the loss.
6	Loss of Business	Compensation	Rehabilitation
7	Loss of employment	Compensation/Rehabilitation and Resettlement.	Rehabilitation and Resettlement
8	Loss of Parking Areas	Compensate	Compensate the loss.
9	Loss of access to properties	Control	Prepare a resettlement plan in consultation with Project Affected Families.
10	Loss of access to sub roads.	Control	Prepare a resettlement plan in consultation with Project Affected people.
11.	Involved in land acquisition process	Control	Ensure community participation in the whole process.
12.	Grievance	Control	Functional grievance redressal committee at village and district level.

Table 1.2

1.7 Assessment of Social Costs and Benefits

Since no residential houses and economically vulnerable title holders identified as project affected in the area the impact of the project seems to be minimum. Maximum total 0.0167 hectares of land is required for this project. For this requirement of land, no one needs to leave their place and relocate. Front portion of the land and structure of 11 commercial buildings will be affected by the project. This impact can be able to mitigate effectively by compensation and resettlement. The affected area is 100% commercial and it is the frontage of NH 47. As per the yellow stone put for the project no shops will be totally displaced. But access and frontage of 11 commercial

buildings are affected. This may lead to business loss and shifting from the present business. During the time of fixing compensation this will be considered. People are willing to cooperate with the present alignment. But they have a fear of chances of more acquisition in future. Title Holders are not well aware about the project and its purpose. Special efforts are needed to explain the technical aspect of the project along with the gravity of impact. In the case of seven of the title holders the affected property is their livelihood. At present no total loss of livelihood is identified.

Since they own the land in the side of an important public road with a calculated risk of widening of the road and other development initiative, they were mentally prepared to face the consequences of the acquisition of land whenever required by the govt.

Resettlement of the access will get the priority while planning mitigation. The affected title holders are aware about the importance of the project and willing to surrender their land if an acceptable mitigation plan is implemented. No visible impact noticed in Lifestyle, Culture and Quality of life, Cohesion and Health of Title Holders and Community in the project area due to the project.

A minimum duration of project implementation will minimize the impact of the project and maximize the mitigation.

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.

The proposed acquisition does serve public purpose. There was an overwhelming consensus among people, people's representatives, residents associations, trade associations too with regard to the benefits accruing due to the proposed project.

increasing tremendously in recent years leading to congestion in urban areas. Construction of public transport facilities, especially Metro rail, Mono rail are under progress in many major cities.

Smooth and safe traffic is an indicator of a nation's sustainable development. Rapid growth of India's urban population has put enormous strain on our transport systems. The vehicle population in the country especially in metropolitan cities is increasing tremendously in recent years. This leads to heavy traffic congestion in urban areas and it is considered as one of the major cause of slow economic growth of nations. This is also termed as a potential cause of road accidents. Inability to forecast travel time accurately, leading to drivers allocating more time. Wastage of fuel due to increased idling, acceleration and braking increasing air pollution and emissions. All these lead to heavy economic loss and public health issues. Widening of existing roads and adopting new generation traffic system like metro rail are the best solution for traffic problems due to heavy volume of vehicles in cities and urban areas. But major widening of existing roads in cities is not possible due to large volume of displacement of residents and business establishments. This compelled Government's to go for construction of viable public transport facilities, like Metro rail, Mono rail. India is having one of the fastest growing countries in the world. Studies are showing that the next two years of growth in traffic has made India become the second largest Rail and Road Traffic network after China. The state of Kerala also shows the same trend in Road and Rail traffic. The Kochi metro rail project is the first metro rail project in the state. After one year of its operation, assessments show that it brings a new traffic and travel culture to the city and to the State. The volume of passengers using metro rail for their daily travel is increasing day by day. Kochi Metro Rail Corporation and Government of Kerala expecting a jump in passenger's volume after completion of the expansion project up to Petta, Thrippunithura. For availing Metro rail facility to more people especially those who are working in Government offices, Public limited Companies and Special Economic zone in Kakkanadu Government has a plan to extend Metro Rail to Kakkanadu from JINI stadium Kallor. As a first step Government decided to widen the existing Palarivattom - Kakkanadu road (civil line road) and develop a pier location at the joining point of civil line road to National Highway (NH 47). Compared to the socio economic benefit of the project the Government of Kerala notified it for land acquisition of public purpose.

2.1.1. Implementing Agencies

2.1.1.(a). Kochi Metro Rail Ltd (KMRL)

Kochi Metro Rail project has been planned by Government of Kerala. Special Purpose Vehicle called Kochi Metro Rail Ltd. (KMRL) is formed for the

implementation, operation and maintenance of the Metro Project. Around 25 km length metro line with 22 stations with Maintenance Depot at Muttom will be developed between Aluva to Petta. The Kochi Metro system is an urban Mass Rapid Transit System (MRTS) that is being built to serve Kochi, the commercial capital of Kerala. Construction for its 25.12 km Phase 1A from Aluva to Petta with 22 stations started in June 2013 and is expected to be completed in 2018. In 2014, a 1.92 km eastward extension to Tripunithura from Petta was approved to be included in Phase 1. Phase 1B of the project includes a new spur line from Jawaharlal Nehru Stadium to Info Park II in Kakkanad. The project was approved by the state government in May 2015 and construction work is expected to begin in 2018. Construction on it will begin once road widening along the route is completed.

2.1.2. Land Acquisition Authority

Land acquisition Special Tahasildar office (Kochi Metro) 1 & 2 were prepares the acquisition details including land sketch and extent of acquisition etc. Boundary stones were laid for proposed acquisition lands except area between JLN stadium to Palarivattom Jn.

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

The developing of Pier location in National High Way Junction, Palarivattom will provide sufficient area to extension of Metro Rail to Info park area. The road widening and extension of metro rail to Info park area will reduce travel time and ease traffic jams in civil line road. The road widening and establishing of metro rail will reduce the risk of accidents in many accident prone areas in Civil line road. With no traffic jams in civil line road will improve the access of public to district headquarters and Special economic zone like Info-Park. For availing Metro rail facility to more people especially those who are working in Government offices, Public limited Companies and Special Economic zone in Kakkanadu Government has a plan to extend Metro Rail to Kakkanadu from JLN stadium Kaloor. As a first step Government decided to widen the existing Palarivattom – Kakkanadu road (civil line road) and develop pier location in National High Way Junction Palarivattom. Compared to the socio economic benefit of the project the Government of Kerala notified it for land acquisition of public purpose.

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

Sl.No.	Risk Assumed	Approximate Quantity
1.	Loss of land	0.0413 Acre
2.	Loss of trees	0
3	Loss of Drinking water source	0
4	Loss of Structures	16
5	Loss of Building	1
6	Loss of residential Houses	0

Table 2.1

2.3.1. Project Location

The project location is defined for the study is left side of Kaloore – Edappally Highway where civil line road started from National Highway. This area belongs to Poonithura Village. The estimated land for acquisition for the proposed project is 0.0167 Hectors. But for the social impact study the whole area having a diameter of 50 meters are considered as the buffer zone of the impact and directly affected areas and structures are considered as key impacted zone.

The population of study area is 200- 250 as per Census 2011 figures. The study area population has been estimated as 1000 for the year 2018 assuming growth rate of 1 % per annum.

Kochi, the commercial hub of Kerala, is already experiencing signs of urban growth pressures. As per World Bank, Kochi is recognized as one of the seventeen major industrial cities of India and an easy city to start business in India. This decade is witnessing huge investments in the region like International Container Transshipment Terminal at Vallarpadam, Info Park at Kakkanad, Special Economic Zone by NEST, LNG terminal, Electronic hardware park. Among the districts, Ernakulum district contributes the highest portion (14.47) of Kerala's GDP. Being a center of destination for major industries and establishments like High court, Stock exchange, Kochi shipyard, Spice board etc. attract significant floating population from the neighboring districts for their livelihood. In addition to this, Kochi has been emerged as a major tourist destination to domestic as well as international tourists. Recently opened mall by Lulu group has multi folded the number of visitors in the city. Urbanization has been observed as a new phenomenon with a quickening pace in the last 15 to 20 years. Kochi Corporation with a population of 602046 in 2011 (Census 2011) will grow at an annual growth

rate of 1.0 during 2011- 2031 (Development Plan for Kochi city region Draft (2031)). Kochi city region comprising two municipalities and surrounding local bodies with an area of 369.72sq.km will carry a population of 22.73 lakhs by 2031(Development Plan for Kochi city region {Draft (2031)). Roughly 68 percentage of the population, compared to about only 48 percentage in 2001, lives in urban areas in the Ernakulum district which is far beyond the state average. The urban population in Ernakulam is presently estimated to increase 4.2 percentages annually.

The proposed project aimed to develop a pier location for extension of metro rail from Palarivattom to Info park. The project location is 3km from Ernakulam Nort Railway station and 23 km from Kochi International Airport. The project area is totally commercial in nature and having private, government and Cultural properties. The demography of the population shows that an almost equal proportion of Hindus, Muslims and Christians. The middle Income population is the dominant socio-economic community of this location.



Map 2.1

2.4. Phase of project construction

Process of Land Acquisition started and boundary stones fixed.

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

Not Applicable

2.6. Need for ancillary infrastructural facilities.

Not Applicable

2.7. Work force requirements (temporary and permanent).

Not Applicable

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

Not Applicable

2.9. Applicable law and policies.

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

Table 2.2

CHAPTER 3
STUDY APPROACH AND METHODOLOGY

3.1 Background

As per the Notification G.O.(P)No. 25/2018/RD Government of Kerala has selected Saju.V.Itty, Executive Director Kerala Voluntary Health Service and his Team as the SIA Unit to study the Social Impact Assessment on the land acquisition for the Rehabilitation and Resettlement of project displaced families of Category 1 Lighting project of Kannur International Airport Ltd.

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	25 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	10 years experiences in social work including social research, R & R activities and community mobilization.
3	Smitha R	R & R Specialist & Social Investigator	15 years experiences in social work including social research, R & R activities and community mobilization.
4	M.Ibrahimkutty	Sociologist	Rtd. Joint Director, Social Welfare Board.35 years of experience in social work.
4	Sheeba Johnson	Data Analyzer & Data entry	25 years experiences in social work and data entry operation.
5	N.Vijayakumara Pilla	L.A. Consultant	Rtd. Revenue Inspector
6	O.C.Chandi	L.A. Consultant	Rtd. Village Officer

Table 3.1

3.3. Study Approach

The land which proposed to be acquired for the project is owned by 12 Tittle Holders of Poonithura village .Stake holder analysis was conducted and find out key stake holders and their interest and involvement in the proposed acquisition process. After the secondary data collection Social Impact Assessment Unit developed a questionnaire for social survey and visited all Tittle Holders and collected opinion, family details, Socio-Economic details and suggestions. Apart from this SIA team has conducted discussion and consultation with Local Body Representatives and local public and recorded their suggestions and opinion. In continuation of it a focus group consultation of Project Affected Persons' was conducted on 1st July 2018 and noted their suggestions and opinion. Special Case studies were prepared for selected cases. The study also used transit walk and observation visit to crosscheck the suggestions and grievance which were recorded.

3.4. Methodology & Tools

The study team reviewed the relevant and available documents in Special Thahasildar (LA-Metro) offices, Kakkanadu. SIA unit had also examined the records and documents and made a site visit along with the land revenue officials for area identification and information dissemination. SIA team had also conducted a one to one discussion and consultation with all Tittle Holder. Although SIA team had collected details by using pre prepared questionnaire. SIA team also had discussion and consultation with Members of Legislative Assembly, Local Body Representatives and local public. A consultation of Project Affected Persons' was conducted on 1st July 2018 and noted their suggestions and opinion. Special Case studies were prepared for selected cases. The study Team also used transit walk and observation tools to crosscheck the Suggestions and grievance which were recorded.

3.5. Sources of data collected

- a) Office of the Special Tahsildar (LA-Metro) Kakkanadu
- b) Cochin Corporation
- c) Poonithura Village office
- d) KMRL Office, Kochi.
- e) Project Affected Families and Tittle Holders.

3.6. Process and Schedule of Activities

- 30.10.2017 - Government of Kerala entrusted Mr. Saju.V.Itty, Executive Director, Kerala Voluntary Health Services to conduct the SIA study
- 01-06-2018 to 04 -06-2018- Secondary Data Collection.
- 04-06-2018 to 15-06-2018 - Mapping of Stake Holders
- 05-06-2018 to 30-06-2018- Social Survey for Social Impact Assessment Study.
- 01-07.2017 - Public Consultation/ Discussion with Project Affected Tittle Holders.
- 1st & 2rdJuly -2018- Transit Walk, Observational Study and Case Studies
- 19 -07-2018 - Draft Report Submission.
- 09-08-2018- Public Hearing
- 13-08-2018- Final Report Submission

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

- 1) Time bound acquisition process will mitigate the impact.
- 2) The present level of Access to be resettled during and after the implementation of the project.
- 3) Reasonable compensation will provide for land, property and business loss.
- 4) Regular information will provide on progress of acquisition.
- 5) The business establishments in the area were affected business loss during the period of construction of Aluva - Petta Metro line. This will be considered in the assessment of compensation.
- 6) Rehabilitation and Resettlement process will be well informed and ensure community participation and consultation.

3.8. Public Hearing at S.N.D.P Hall, Palarivattom on 9/8/2018 at 2 p.m. - Poonithura Village- Points Raised

Sl.No.	Points Raised	Remarks
1.	KMRL will clarify weather more land need to be acquired for the development of Metro rail.	For the proposed project boundary stones are fixed. More land is not required for the proposed project.
2.	The present level of Access to be resettled during and after the implementation of the project.	This will be seriously considered in the implementation phase. The resettlement of the access will reduce the impact.
3.	Reasonable compensation will provide for land, property and business loss.	R&R policy also recommended this.

4.	The business establishments in the area were affected business loss during the period of construction of Aluva - Petta Metro line. This will be considered in the assessment of compensation.	This will be considered during the formulation of R & R measures.
5.	Conduct land acquisition in time bound manner and if delay happened title holders will give additional compensation for the time loss.	PAPs are having a fear that if the process delayed indefinitely they could not do any land transaction and other business.
6.	All title holders will be well informed about the extent of impact and other alignment details.	This will minimize the anxiety and fear of PAPs.
7.	The market value of the land will be fixed in consultation with title holders	R&R policy also recommended this.
8.	Government will give relaxation in building rules to construct building after the land acquisition.	Case to case verification is needed for the demand.
9.	Common parking area will be developed in different locations for resettle the affected and displaced parking areas.	Government can seriously consider the suggestion.

Table 3.2

CHAPTER 4 LAND ASSESSMENT

4.1. Description of the land

The project location is defined for the study is left side of Kaloor – Edappally Highway where civil line road started from National High way. This area is belongs to Poonithura Village. The estimated land for acquisition for the proposed project is 0.0167 Hectors. But for the social impact study the whole area having a diameter of 50 meters are considered as the buffer zone of the impact and directly affected areas and structures are considered as key impacted zone.

The total land acquiring for the project is 0.0167 Hectare. 11 commercial establishments are affected.100% land is commercial in nature. One is vacant land and others having buildings.

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

The population of study area is 200- 250 as per Census 2011 figures. The study area population has been estimated as 1000 for the year 2018 assuming growth rate of 1 % per annum. The total land acquiring for the project is 0.0167 Hectare. 11 commercial establishments are affected.100% land is commercial in nature. One is vacant land and others having buildings.

Kochi, the commercial hub of Kerala, is already experiencing signs of urban growth pressures. As per World Bank, Kochi is recognized as one of the seventeen major industrial cities of India and an easy city to start business in India. This decade is witnessing huge investments in the region like International Container Transshipment Terminal at Vallarpadam, Info Park at Kakkanad, Special Economic Zone by NEST, LNG terminal, Electronic hardware park. Among the districts, Ernakulum district contributes the highest portion (14.47) of Kerala's GDP. Being a Centre of excellence of education and a destination for major industries and establishments like High court, Stock exchange, Kochi shipyard, Spice board etc. attract significant floating population form the neighboring districts for their livelihood. In addition to this, Kochi has been emerged as a major tourist destination to domestic as wells as international tourists. Recently opened mall by Lulu group has multi folded the number of visitors in the city. Urbanization has been observed as a new phenomenon with a quickening pace in the last 15 to 20 years. Kochi Corporation with a population of 602046 in 2011 (Census 2011) will grow at an annual growth rate of 1.0 during 2011- 2031 (Development Plan for Kochi city region Draft (2031)). Kochi city region comprising two municipalities and surrounding local bodies with an area of 369.72sq.km will carry a population of 22.73 lakhs by 2031(Development Plan for Kochi city region {Draft (2031)). Roughly 68 percentage of the population, compared to about only 48 percentage in

2001, lives in urban areas in the Ernakulum district which is far beyond the state average. The urban population in Ernakulam is presently estimated to increase 4.2 percentages annually.

The proposed project aimed to develop a pier location in the point where the civil line road touches the national high way (near to palarivattom Junction) to the extension of Metro Rail to Kakkanad. The area which needs to acquire is one of the most densely populated area of the city. The project location is 3km from Ernakulam Nort Railway station and 23 km from Kochi International Airport. The project area is totally commercial in nature and having private, government and Cultural properties. The demography of the population shows that an almost equal proportion of Hindus, Muslims and Christians. All the title holders are having middle Income and the land in the area is commercial in nature.

4.3. Total land requirement for the project.

The total land acquiring for the project is 0.0167 Hectare. Twelve (12) holdings will expect to be affected.

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

Not Applicable.

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 0.0167 Hectare. 12 holdings and sixteen structures will expect to be affected. Hundred Percentage land is commercial. No agricultural land affected by the project.

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	12
2	Dry	Government Land(Sub Road)	NA	NA	1
	Total				13

Table 4.1

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

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

Size of Holdings	No. of Holdings
10 cent \leq	9
10- 20 cents	1
20 - 30	1
30 - 40	1
40 - 50	0
50- 1acre	0
1 acre above	0
Total	12

Table 4.2

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 12 commercial holdings and sixteen structures are affected by the project and out of it one is partially displaced. The cast division of the project affected title holders shows that none are belongs to scheduled cast. No socio-economic vulnerable title holders are identified as affected. The religious distribution of the affected title holders shows that 72% Hindus,7% Muslims and 21% Christians. The economic situation shows that all are in middle class.

Eleven persons are doing business in the 11 affected properties. One holing is a vacant land owned by a Non Resident Indian.

5.2. Families which are indirectly affected by the project.

Developing the pier location will help metro rail corporation to plan out the extension project conveniently. The extension of Metro rail to Kakkanadu will reduce travel time and ease traffic in civil line road. The establishing of metro rail will reduce the risk of accidents. With no traffic jams in civil line road will improve the access of public to district headquarters and Special economic zone like Info-Park. For availing Metro rail facility to more people especially those who are working in Government offices, Public limited Companies and Special Economic zone in Kakkanadu Government has a plan to extend Metro Rail to Kakkanadu from JINI stadium Kalloor. As a first step Government has decided to develop a pier location and widen the existing Palarivattom – Kakkanadu road (civil line road).

5.3. Inventory of productive assets and no significant lands.

All affected land holdings under the project is High level of Commercial in nature which is productive and significant.

Chapter 6

SOCIO ECONOMIC AND CULTURAL PROFILE

6.1. Demographic Details

The Socio Economic and Cultural profile of the area shows that 30% of title holders are holding the affected land more than 20 years. Others are holding the land in more than 10 years. The occupational distribution shows that 90% of title holders are doing own business and one person is residing abroad. The economic status shows that all are having a monthly income of more than Rs 25,000. No vulnerable title holders are identified in the area. The land holding pattern shows that 70% of title holders are having land less than 5 cents. No scheduled cast or tribe family holding land in the project affected area.

No Non-title holders are identified as directly affected in the area. Five shops are affected its frontage Access to national highway. This can be resettled during the implementation period

6.2. Age wise distribution of TH

Age of THs	No of THs
20-30	0
31-40	0
41 - 50	6
51 - 60	4
61 - 70	2
Above 70	0
Total	12

Table 6.1

6.3. Family size of THs

Family Size of THs	No of Families
1-2	0
3-4	11
5-7	1
Above 7	0
Total	12

Table 6.2

6.4. Educational Qualification of THs

Educational Qualification	No of THs
SSLC	0
PDC	3

DEGREE	5
PG	3
Professional	1
Others	0
Total	12

Table 6.3

6.5. Religious Distribution

Religion of THs	No. of THs
Hindu	9
Muslim	1
Christian	2
Total	12

Table 6.4

6.6. Economic Distribution of THs

Economic Status of THs	No. of THs
APL	12
BPL	0
Total	12

Table 6.5

6.7. Occupational Distribution THs

Major Occupation of THs	No of THs
Agricultural	0
Business	11
Government service	0
Private	0
Other	1
Total	12

Table 6.6

6.8. Income distribution of THs

Monthly Income of THs	No of THs
10,000 -25,000	0
26,000 -50,000	12
51,000 - 75,000	0
76000- 1,00,000	0
Above 1 lakh	0
Total	0

Table 6.7

6.9. Socio Economic Profile of Project Affected Family Members.

6.9.1. Age wise distribution of PAF Members

Age of PAF Members	No of PAF Members
<10	7
11-20	6
21-30	8
31-40	8
41 – 50	7
51 – 60	6
61 – 70	9
Above 70	5
Total	56

Table 6.8

6.9.2. Educational Qualification of PAF Members

Educational Qualification	No of PAF Members
Below 10 th	11
10 th	9
+2	10
Degree	12
PG	6
Professional	3
Other	5
Total	56

Table 6.9

6.9.3. Occupational Distribution of PAF Members

Major Occupation of THs	No of THs
Business	20
Government service	3
Private	13
Other	11
Unemployed	9
Total	56

Table 6.10

CHAPTER 7
SOCIAL IMPACT MANAGEMENT PLAN

The proposed project aimed to develop a pier location for Kochi Metro rail project at the junction where civil line road joining to National High way (Near Palarivattom). The development of the pier location help metro rail corporation to plan out metro rail extension to Kakkanadu. An extend of 0.0167 hectare land is needed to acquire for the project. The social impact assessment identified twelve title holders as project affected. None of them are totally displaced but one is partially displaced. Sixteen structures including frontage of shops are identified as affected or displaced. Eleven shops are loss their parking area and present access. The acquisition area is the prime commercial location in the national highway 47. The project location is 3km from Ernakulam Nort Railway station and 23 km from Kochi International Airport. The project area is totally commercial in nature and having private, properties. The demography of the population shows that all are middle class or upper class.

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

Sl.No.	Risk Assumed	Approach	Mitigation Strategy
1	Loss of land	Compensation	Compensate the loss.
2	Loss of Structure	Compensation	Compensate the loss
3	Loss of parking area	Control	Prepare a resettlement plan in consultation with Project Affected Families.
4	Loss of access	Control	Prepare a resettlement plan in consultation with Project Affected Families.
3.	Involved in land acquisition process	Control	Ensure community participation in the whole process.
4.	Grievance	Control	Functional grievance redressal committee at village and district level.

Table 7.1

7.2. Measures those are included in the terms of Rehabilitation and Resettlement

The requisition authority and land acquisition officers are having vast experience in land acquisition and implementation of rehabilitation and resettlement plans. The special area of rehabilitation and resettlement of the proposed project is the resettlement of access and parking area. Special resettlement plan is needed for an effective resettlement of the above issues.

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

Not Applicable

7.4. 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

7.5. Detailed Mitigation Plan

Potential Impact	Positive/Negative	Likely hood	Magnitu de	Pre-Mitigation Level of Impact	Post – Mitigation Level of Impact
Loss of land	Negative	Possible	Major	High	Medium
Loss of Building	Negative	Possible	Major	Medium	Medium
Loss of part of Building	Negative	Possible	Moderat e	Medium	Medium
Loss of structures	Negative	Possible	Moderat e	Medium	Medium
Loss of Part of structure	Negative	Possible	Major	Medium	Medium
Loss of Business	Negative	Possible	Low	Minimum	Low
Loss of employment	Negative	Possible	Low	Minimum	low
Loss of Parking Areas	Negative	Possible	Major	High	Medium

Loss of access to properties	Negative	Possible	Moderate	High	Medium
Loss of access to sub roads.	Negative	Possible	Low	Minimum	Low
Involved in land acquisition process	Negative	Possible	Low	Medium	Low
Grievance	Negative	Possible	Low	Minimum	Low

Table 7.2

CHAPTER 8

SOCIAL IMPACT MANAGEMENT PLAN AND INSTITUTIONAL FRAMEWORK

8.1- Institutional structure for key personal

Key persons responsible for mitigation	Role in mitigation
District Collector	Compensation & Grievance redress
Deputy Collector (L.A)	Compensation
Special Tahasildar	Compensation
District Forest Officer	Compensation measurement for trees
Requisition Authority	Resettlement of access and structure valuation

Table 8.1

CHAPTER 9
SOCIAL IMPACT MANAGEMENT BUDGET AND FINANCING OF
MITIGATION

9.1 Costs of all resettlement and rehabilitation costs

Not Applicable

9.2 Annual budget and plan of action

Not Applicable

9.3 Funding sources with breakup

Not Applicable

CHAPTER 10
SOCIAL IMPACT MANAGEMENT PLAN MONITORING AND EVALUATION

10.1. Key Monitory and Evaluating Indicators

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

10.2. Reporting mechanisms and monitoring roles

Not Applicable

10.3. Plan of Independent Evaluation

Not Applicable

CHAPTER 11

ANALYSIS OF COSTS AND BENEFITS AND RECOMMENDATION ON ACQUISITION

Since no residential houses and economically vulnerable title holders identified as project affected in the area the impact of the project seems to be minimum. Maximum total 0.0167 hectares of land is required for this project. For this requirement of land, no one needs to leave their place and relocate. Front portion of the land and structure of 11 commercial buildings will be affected by the project. This impact can be able to mitigate effectively by compensation and resettlement. The affected area is 100% commercial and it is the frontage of NH 47. As per the yellow stone put for the project no shops will be totally displaced. But access and frontage of 11 commercial buildings are affected. This may lead to business loss and shifting from the present business. During the time of fixing compensation this will be considered. People are willing to cooperate with the present alignment. But they have a fear of chances of more acquisition in future. Title Holders are not well aware about the project and its purpose. Special efforts are needed to explain the technical aspect of the project along with the gravity of impact. In the case of seven of the title holders the affected property is their livelihood. At present no total loss of livelihood is identified.

Since they own the land in the side of an important public road with a calculated risk of widening of the road and other development initiative, they were mentally prepared to face the consequences of the acquisition of land whenever required by the govt.

Resettlement of the access will get the priority while planning mitigation. The affected title holders are aware about the importance of the project and willing to surrender their land if an acceptable mitigation plan is implemented. No visible impact noticed in Lifestyle, Culture and Quality of life, Cohesion and Health of Title Holders and Community in the project area due to the project.

A minimum duration of project implementation will minimize the impact of the project and maximize the mitigation.

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.

The proposed acquisition does serve public purpose. There was an overwhelming consensus among people, people's representatives, residents associations, trade associations too with regard to the benefits accruing due to the proposed project

Annexures

1. List of Title Holders.
2. Gazette Notification regarding SIA study.
3. Photographs
4. Notification Forum 5 Rule 14[1] – Newspaper
5. Notice to Title Holders
6. Attendance – Public Hearing

ERUSALIM

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1981

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ERUSALIM

കേരളകൗമുദി

28 മാർച്ച് 2018 തിങ്കൾ

രൂപം 10

കേരളകൗമുദി 28 മാർച്ച് 2018 തിങ്കൾ രൂപം 10	ചിത്രം ശബരിമലയിലെ സുബർഷിംഗം ശബരിമലയിലെ സുബർഷിംഗം ശബരിമലയിലെ സുബർഷിംഗം ശബരിമലയിലെ സുബർഷിംഗം ശബരിമലയിലെ സുബർഷിംഗം
മുഖ്യവർഷികം ശബരിമലയിലെ സുബർഷിംഗം ശബരിമലയിലെ സുബർഷിംഗം ശബരിമലയിലെ സുബർഷിംഗം ശബരിമലയിലെ സുബർഷിംഗം	മുഖ്യവർഷികം ശബരിമലയിലെ സുബർഷിംഗം ശബരിമലയിലെ സുബർഷിംഗം ശബരിമലയിലെ സുബർഷിംഗം ശബരിമലയിലെ സുബർഷിംഗം

എന്നു വർദ്ധിക്കുന്നു. തന്നെ കാണുക.

PHOTO GALLERY

DISCUSSION WITH MLA



DISCUSSION WITH DEPUTY COLLECTOR L. A. METRO



ORIENTATION TO SURVEY TEAM



PRIMARY DISCUSSION - DEPUTY COLLECTOR & VYAPARI VYAVASAYI LEADERS WITH SURVEY TEAM



DISCUSSION WITH LOCAL BODY LEADERS



PUBLIC HEARING



To

സീക്രട്ടറിയ്ക്ക്

നോട്ടീസ്/ അറിയിപ്പ്

തീയതി: 25/07/2018

താങ്കളുടെ ഉടമസ്ഥതയിലുള്ള എറണാകുളം ജില്ലയിൽ കണയന്നൂർ താലൂക്കിൽ, പുണിത്തൂറ വില്ലേജിൽ ഉൾപ്പെടുന്ന ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് കൊച്ചി മെട്രോ റെയിൽ പദ്ധതിയുമായി ബന്ധപ്പെട്ട് ആവശ്യമുണ്ടെന്നോ, ആവശ്യമുണ്ടായേക്കാ മെന്നോ കേരള സർക്കാരിന് ബോധ്യപ്പെട്ടതിനാലും, ഭൂമി എടുക്കലിൽ ന്യായമായ നഷ്ട പരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും, പുനസ്ഥാപന ത്തിനുമുള്ള അവകാശ നിയമം 2013 ലെ (2013ലെ 30-ാം കേന്ദ്ര ആക്ട്) 4-ാം വകുപ്പിന്റെ (1)-ാം ഉപവകുപ്പ് അനുസരിച്ച് കേരളാ ഗസറ്റ് തീയതി മേയ് 19, 2018 പ്രകാരം പുറപ്പെടുവിച്ച ജി. ഒ. (പി)നം 25/2018/ആർ.ഡി.നമ്പർ അറിയിപ്പ് (ഇതോടൊപ്പം അടക്കം ചെയ്തിരിക്കുന്ന) പ്രകാരം വിവരിക്കുന്ന പ്രദേശത്ത് ഒരു സാമൂഹിക ആഘാത വിലയിരുത്തൽ പഠനം നടത്താൻ തീരുമാനിച്ചിട്ടുള്ളതാണ്. ആയതിനാൽ ആക്ടിൽ പരാമർശിക്കും പ്രകാരം സാമൂഹിക ആഘാത റിപ്പോർട്ട് തയ്യാറാക്കുന്നതിന് എടുക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപ്പര്യങ്ങളോ ഉള്ള താങ്കൾ 2018-ാം മാഞ്ച് ആഗസ്റ്റ് മാസം 9-ാം തീയതി ഉച്ചകഴിഞ്ഞ് 2.00 മണിക്ക് പാലാരിവട്ടം എസ്.എൻ.ഡി.പി. ഹാളിൽ വച്ച് നടത്തുന്ന പബ്ലിക് ഹിയറിംഗിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.

എന്ന്

ചെയർമാൻ

സാമൂഹ്യ പ്രത്യാഘാത പഠനയൂണിറ്റ്

സ്ഥലം: എറണാകുളം

തീയതി: 25/07/2018



കൊച്ചി റദ്ദി ഓഫീസ് ചാർജ്ജിംഗ് റിപ്പോർട്ട്

ചാർജ്ജിംഗ് ഓഫീസുകാർ
 ചാർജ്ജിംഗ് ഓഫീസിലെ സ്റ്റാഫ്

സ്ഥലം : കെ.എ. ഓഫീസ്, ചാർജ്ജിംഗ് ഓഫീസ്
 തീയതി : 2018 നവംബർ 9

ക്രമം	പേര്	തീയതി	ഫോൺ നമ്പർ	സൈൻ
1.	M. Ramachandran	19/4	9895542243	[Signature]
2.	Abdul Hammed TP	19/5	9447685818	[Signature]
	Geetha		9888293617	[Signature]
3	Raji Joseph	19/5	9446465136	[Signature]
4	Sujeer V. K.R		9037537849	[Signature]
	Rommel George Mykady	18/4	9447144537	[Signature]
5	P.D. Antony	18/4	9895537103	[Signature]
6	Mohandas Pk CRO Kavi		9446518208	[Signature]
7	V. Ganjathulla Loe Kavi		9498776524	[Signature]
8	M. Sathya Pal Palsidhu		9562085146	[Signature]
9	Moculal MA. gcu		7025149260	[Signature]
10.	Snu.P.K, R3, Lane:1		90484.39013	[Signature]
11	P.U. mohammed Isung	18/4	9048686819	[Signature]
	Geetha		9849422574	[Signature]
12.	V.S. Raphael		9847041346	[Signature]

LIST OF TITLE HOLDERS - Poonithura village

Sl. No.	പേര്, വീട്ടുപേര്/കടയുടെ പേര്/സ്ഥാപനത്തിന്റെ പേര്	സർവ്വേ നമ്പർ	ഫോൺ നമ്പർ
1	സതി ഗോപാലകൃഷ്ണൻ, അയോദ്ധ്യ., മാമംഗലം	18/4	924949477574
2	പി.എ. മുഹമ്മദ് കുഞ്ഞ് ഇടം തോപ്പിൽ, കുഞ്ഞുണ്ണിത്തറ, എളിയന്നൂർ, ആലുവ	19/5	9048686819
3	റോജി ജോസഫ്, ജോജി ജോർജ്ജ്, കുരിങ്കോട്ട് ഹൗസ്, കുരിങ്കോട്ട് റോഡ്, പാലാരിവട്ടം	19/5	9388293619 9446465156
4	സജീവ് കെ.ആർ. കാനപ്പറമ്പിൽ, നോർത്ത് ജനത, പാലാരിവട്ടം	19/5	9037537849
5	റാഫേൽ വിജി, വലിയപറമ്പിൽ, ജീസസ് റോഡ്, വടുതല പി.ഓ. കൊച്ചി23	19/4, 19/5	9847041346
6	സാജു മനോഹരൻ, തൈപ്പറമ്പിൽ, മനു നിവാസ്, പാലാരിവട്ടം	19/5	9349287351
7	എം. രാമചന്ദ്രൻ, കിഷോർ നിവാസ്, പവർ ഹൗസ് എക്സ്റ്റൻഷൻ റോഡ്, പാലാരിവട്ടം	19/4, 19/5	9895582243
8	റ്റി. പി. അബ്ദുൾ ഹമീദ് ഹാജി, റെയ്ൻബോ ഹൗസ്, മൂന്നാം പീടിക, കണ്ണൂർ 1	19/5	9447685818
9	ജോർജ്ജ് മൈലാടി, റോമൽ ജോർജ്ജ്, മൈലാടി ഹൗസ്, ചെമ്പ്മുക്ക്, പി.ഡി. ആന്റണി	18/4	9895537103
10	ശങ്കുണ്ണി കരുണാകരമേനോൻ, ജാനകി കുഞ്ഞുലക്ഷ്മിയമ്മ പടിഞ്ഞാറെക്കോട്ട്	18/4	
11	പി.ഡി. ആന്റണി, ഇ.പി. ജോസഫ്, പാനിക്കുളങ്ങര ഹൗസ്, പൈയ്യാത്ത് ലൈൻ, പാലാരിവട്ടം	18/4, 18/3	9895537103
12	വർഗീസ്	19/5	0484-2344974