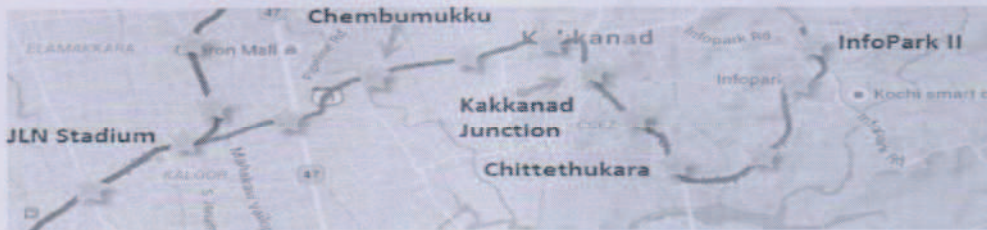


**Report of Social Impact Assessment Study of
Extension of Kochi Metro Rail
JLN Stadium- INFO Park Kakkanadu
(Preparatory works- widening of Palarivattom - Kakkanad PWD Road)
(Kakkanad Village-0.9398 Hectares)**



Final Report



Requiring Agency
Kochi Metro Rail Ltd.

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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
KVVES	Kerala Vyapari Vyavasayi Ekopana Samithi
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 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 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 Government's 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). Compared to the socio economic benefit of the project the Government of Kerala notified it for land acquisition of public purpose.

1.2 Location

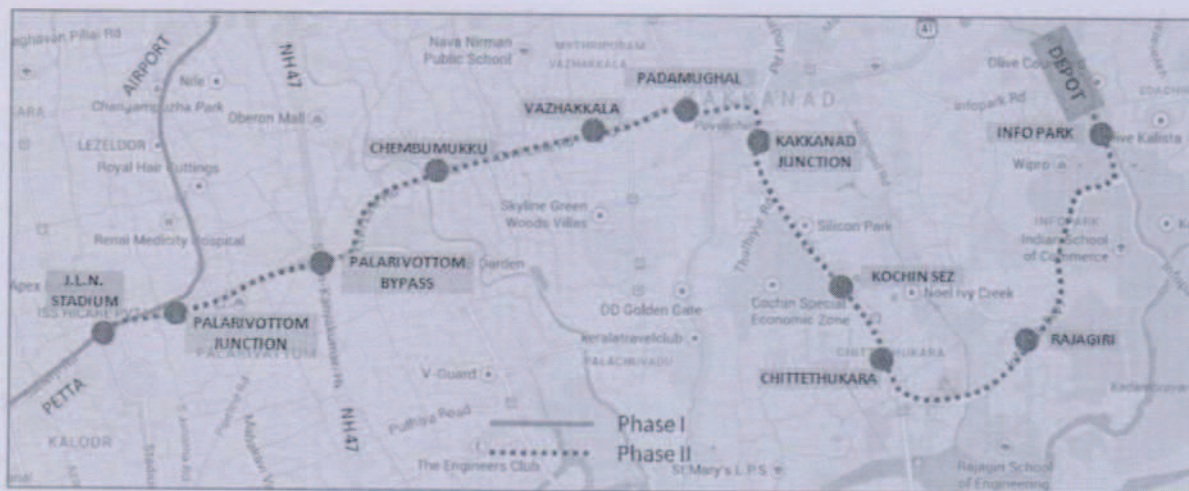
The project location is defined for the study is both sides of Palarivattom to Info park road consisting of about 12 km length and half a kilometer width of area coming under Corporation of Cochin and Thrikkakkara Municipality covering three villages i.e. Edappally South, Vazhakkala and Kakkanadu. The estimated land for acquisition for the proposed project is 2.8603 Hectors. But from Kakkanad village itself 0.9398 hectors of land is needed to be acquired. For the social impact study the whole three villages 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 70,000-75,000 as per Census 2011 figures. The study area population has been estimated as 20,000 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 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 from 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 widening the existing road starting from Palarivattom to Info Park to ensure smooth road traffic during and after construction of Kochi Metro rail extension from JLN stadium to Info Park. The road which needs to widen is one of the most important road and going

through the densely populated area of the city. The road connected the National Highway and heart of the city to district administration headquarters at Kakkanadu and situating East- West direction. The National Highway Bypass also crossing the road and location. The project location is 3 km from Ernakulam North 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 1.1

1.3 Size and Attributes of Land Acquisition

Land Acquisition Authority

Land acquisition Special Tahasildar office (Kochi Metro) 1 & 2 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. Deputy Collector (LA), Ernakulam is Monitoring the Acquisition process for District Collector.

Details of project affected families

The social Impact Assessment Survey finds that two residential houses affected and out of it one is displaced by the project. Thirty nine holdings with Thirty four title holders are affected by the project. Three (3) commercial buildings own by Title Holders are also affected. No, title holders are identified as living below poverty line. No, cultural and religious properties affected except the access of a convent. The cast division of the project affected title holders shows that none are belongs to Scheduled Cast

or Scheduled Tribe. No socio-economic vulnerable title holders affected by the project. The religious distribution of the affected title holders are shows that 34% Hindus, 30% Muslims and 36% Christians. The economic situation shows that 90% are *upper middle class and remaining are *middle class.

Three people are living in the one displaced family. The family is not having other residential houses other than the displaced property. Therefore the family has to rehabilitate and resettle.

Four non-title holders are affected by the project. Shops and establishments are the non-title properties affected. 10 squatters are coming under the project area. The demographic details of the project affected non-title holders' shows that all are male and having marital status. The educational qualification details shows that all are having better education qualification i.e. Bachelor's degree and above. The religious distribution shows that 50% are Muslims, 25% are Hindus and 25% are Christians.

Details of the acquiring land

The total land acquiring for the project is 2.8603 Hectare (7 Acers) from Edappally South, Vazhakkala and Kakkanad villages. From Kakkanad village 0.9398 hectare is needed to be acquired. Two residential houses and structures are affected.96% land is commercial and the remaining is religious and cultural properties. No agricultural land affected by the project. The land inside the INFO Park main gate is to be considered as extra commercial.

Socio Economic and Cultural Profile

The Socio Economic and Cultural profile of the area shows that 10% of title holders are holding the affected land more than 50 years. 16% are holding the land in more than 30 years. 74% are purchase the land within 10 years. The occupational distribution shows that 77% of title holders are doing own business and 20% are working in private institutions. Only 3 % are working in Government and public sector. The economic status shows that 85% of title holders are having a monthly income of more than Rs 25,000. The land holding pattern shows that 57% of title holders are having total holdings less than 50cents. 29% are having 50cents -1acre. 14% THs is having more than 1 acre of land. No scheduled cast or tribe family holding land in the project affected area.

Economic distribution of the Non-Title holders shows that 98% of them are having a monthly earning of more than Rs.25, 000 per month. Seventy two percent of non-title holders are holding their business in the affected

structure in more than 25 years. All NTHs are residing within 5 KM radius of their business establishments or work places. The age distribution shows that 25% of NTHs are having age of more than 60 yrs. 25% are in 51- 60 years. 50% are in the age of less than 25years.

1.4 Alternatives

Sl.no.	Alternatives	Remarks
1	The proposed alignment is going through the right side of the Kakkanad - INFO Park road. This will either be redesigned through the left side of the road where more government lands are available or to acquire equally from both sides of the road.	Shifting the alignment to left side will make the Civil line junction more conjunction. More area to be acquired. Equal acquisition in both sides is not practical in all places.
2.	Kalamaserry to Thrippunithura via INFO Park through Seaport-Airport Road as a Ring Metro.	It is longer by ~1km It does not serve heavily populated area and does not connect the Phase-I at mid of the Aluva - Petta corridor and hence not better from train operation point of view. The commuters from/ to Fort Kochi, Tripunithura and Ernakulam may not be benefitted
3.	Through the Proposed road Pulleppadi-Thammanam to Sea port -Airport Road.	Acquisition process is not started.
4.	Through New road proposed from Alinchodu- Kakkanadu.	Road project is in the planning stage only.
5.	Widening the existing road and construct flyovers.	The objectives of the Metro rail may not meet.
6.	Alignment should ensure equal width of acquisition from both sides of the existing road.	Safety should give preference in all Alignments.
7.	Acquisition for station will be flexible (shifted to save residential buildings.)	Govt. can examine the matter.

Table 1.1

1.5 Social Impact

Gravity of Impact and level of mitigation Possible

Sl.No	Impact	No.of Properties	Level of Possible Mitigation	Level of Impact
1	Displaced Parking Area	3	Medium	Moderate
2	Affected Parking Area	6	Medium	Moderate
3	Displaced Residential Building	1	Minimum	High
4	Affected Residential Building	1	High	Low
5	Displaced Building	0	Nil	Nil
6	Affected Building	3	High	Low
7	Displaces Water Sources	0	Nil	Nil
8	Affected water Sources	0	Nil	Nil
9	Displaced Structures	11	High	Low
10	Affected Structures	5	High	Low
11	Displaced Community Properties	4	High	Low
12	Affected Community Properties	0	Nil	Nil
13	Displaced Cultural Properties	0	Nil	Nil
14	Affected Cultural Properties	0	Nil	Nil
15	Displaced Squatters	10	High	Low
16	Displaced Access	6	High	Low
17	Affected Access	20	High	Low
18	Displaced Shops and Establishments	0	Nil	Nil
19	Affected Shops and Establishments	7	High	Moderate

Table 1.2

1.6 Mitigation Measures

Sl.No.	Risk Assumed	Approach	Mitigation Strategy
1	Loss of Residence	Rehabilitation/ Compensation	Compensate the loss. Develop a special rehabilitation package. Special support to unmarried and unemployed women family members.
2	Loss of part of residence	Compensation and Resettlement	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc.
3.	Loss of land	Compensation	Compensate the loss.
4	Loss of Building	Compensation	Compensate the loss. Grievance regarding the valuation and missing of structure will redress in time bound manner.
5	Loss of part of Building	Compensation and Resettlement	Compensate the loss. Case by case approach in resettlement. Eg Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
6	Loss of structures	Compensation	Compensate the loss. Grievance regarding the valuation and missing of structure will redress in time bound manner.
7	Loss of Part of structure	Compensation	Compensate the loss. Grievance regarding the valuation and missing of structure will redress in time bound manner.
8	Loss of Business	Compensation	Rehabilitation. Joint rehabilitation with pooling of compensation and support with other resources can be considered.
9	Loss of employment	Compensation/R rehabilitation and Resettlement.	Rehabilitation and Resettlement. Case by case Micro Plans will be developed at the time of relocation.
10.	Loss of trees	Compensate & Control	Compensate lose and plant equal number of trees in government lands.
11	Loss of Parking Areas	Compensate	Compensate the loss. Location based common parking area/pay and park complexes etc can be considered in resettlement package.
12	Loss of access to properties	Control	Prepare a resettlement plan in consultation with Project Affected Families. The plan for resettlement

			of access will include it in the final Detailed Project Report. Case by case plan will be informed well in advance before starting project construction.
13	Loss of access to sub roads.	Control	Prepare a resettlement plan in consultation with Project Affected people.
14	Loss of Public amenities like Taxi, Auto stations	Resettlement	Resettlement. Prepare resettlement in consultation with trade unions and residence associations.
15	Loss of drinking water source.	Control	Compensate /Resettle
16	Loss of essential Amenities	Control	Prepare a resettlement plan in consultation with Project Affected Families
17	Loss of Religious structures	Control/Compensate	Compensate/Resettle
18	Loss of Cultural properties	Control/Compensate	Compensate/Resettle
19	Loss of community properties	Resettle	Resettle
20	Loss of Government Properties	Resettle	Resettle.
21.	Involved in land acquisition process	Control	Ensure community participation in the whole process and maintain sustainable and efficient communication channels between Requisition and Land acquisition authorities between PAPs
22.	Grievance	Control	Functional grievance redressal committee at village and district level.

Table 1.3

1.7 Assessment of Social Costs and Benefits

Since no economically vulnerable title holders identified as project affected and only two residential properties affected or displaced the impact of the project seems to be minimum. Maximum total 2.8602 hectares of land is required from both sides of the Palarivattom- INFO Park road which passing through Edappally South, Vazhakkala and Kakkanadu villages for the proposed project of Widening of existing road from Palarivattom to INFO Park, Kakkanad as a Preparatory work of Metro Rail extension from JLN Stadium to INFO Park, Kakkanad. From Kakkanad village 0.9398 hectares of land is needed to be acquired. For this requirement of land, 95% acquisition is from Government properties in which many institutions are working. These offices and institutions will be relocated. Another major impact is anticipating on the access of near about 21 shops and establishments and 3 residents which are located in the "right side road" below and parallel to the Kakkanadu Junction - INFO Park (Sea port-Airport road). 100% of this parallel road is under the acquisition. If the level of the side road raised equal to the Sea port -Airport road first and second floors of most of the above shops and establishments will face the problem of access. Resettlement of their access will include in the detailed project plan of Kochi metro extension project.

Front portion of 4 shops will be affected. Their relocation is depending on the decision of the title holders regarding its rebuilding or Maintaining. The vendors and Auto & Taxi drivers will need to relocate at some other place.

The road widening and extension of metro rail to INFO Park area will reduce travel time and ease traffic jams in civil line road because road from Palarivattom to Info park is going to be widen and many junctions will be developed at possible sites. The road widening and establishing of metro rail will reduce the risk of accidents because this area is accident prone area. With no traffic jams in civil line road will improve the access of public to district headquarters and Special economic zone like Info-Park. The project will not have any significant adverse impact on the existing residential area. There will be 10-12 of the Title Holders has loss or damage to their livelihood. All the stakeholders who will be displaced by the project will be reasonably prepared for their relocation. Because the number is so small Government can develop special rehabilitation package and mitigate the impact. There will be no adverse impact on health of local people. The pollution levels are likely to reduce with congestion free flow of traffic once the road is widened. The only concern however remains the duration during which the road-widening will be under process. With the participation and support of civil society organizations like residence association, organized Trade associations and Trade Unions Government can plan strategies to mitigate this issue. Another major impact noticed is the impact on access of both Title Holders and Non-Title Holders. Requisition agency will study the

issue well advanced and incorporated the resettlement plan in the detailed and final project report. Each PAPs will be well informed about their access resettlement plan in advance of the construction started so that they can do many voluntary efforts like modified the frontage etc. to avoid business loss. Many of the Local people have welcomed the project as it will upgrade the traffic system, reduce risks of accidents, diminish traffic problem improve access to important destinations.

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.

As mentioned earlier the primary impact is relocation/rebuilding/resettle of two houses and five shops and affected access of 25-30 shops and establishments. These impacts can be mitigated by compensation and rehabilitation measures except the impact of access. The impact of access is studied well in advance and plan of resettlement will be developed in consultation with affected Title holders and Non-title holders. Felling of trees will lead to major loss of tree cover.

After careful examination of various positive and negative impacts it has been found that the proposed project would be beneficial for local community at large and the traffic system of the city of Kochi. The positive outcomes of the proposed plan of road widening and extending the metro rail to Info Park far outweigh the possible negative impacts.

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.

The residents in the project area are organized under residence association and shop owners have their organizations like Vapari Vyavasayi Ekopana Samithi and Vapari Vyavasayi Association. The squatter merchants their own organization called petty shop owners association. These organizations are strong enough to bargain for the rights of their members and actively involved in addressing the grievance of the project affected people. District administration is having better rapport with all these organizations. This will already formulate a supportive environment to mitigate the impact through participatory rehabilitation and resettlement strategies. These organizations are also supporting Government in channelizing communication regarding the project. Strengthening the communication, involvement and collaboration of these organizations in the land acquisition and project

implementation will further strengthening the mitigation efforts of Government.

Since several small business establishments are affected by the project Government can plan out collective rehabilitation strategies and minimize the impact and ensure sustainability and better cost benefit in the rehabilitation and resettlement.

Several roads are crossing or joining in the proposed widening road. Development of these roads and its bell mouths will reduce traffic jams during construction of the project.

The Civil line road is crossing the project road at Media Academy Junction. All time heavy traffic is noticed through this road. People's representatives in this area suggested an underground path for the free flow of traffic during and after the project.

Special resettlement packages will be formulated for those who have partially affected buildings, losers of parking area and bit land holders.

A minimum duration of project implementation will minimize the impact of the project and maximize the mitigation. A comprehensive plan to protect the drinking water sources coming under the acquisition area will also reduce the impact of acquisition.

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.

CHAPTER 2 DETAILED PROJECT DESCRIPTION

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

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.

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 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 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.

Rapid growth of India's urban population has put enormous strain on transport systems. The vehicle population in metropolitan cities is 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 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 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 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). 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 road widening and extension of metro rail to Info Park area will reduce travel time and ease traffic jams in civil line road because road from Palarivattom to Info Park is going to be widen and many junctions will be developed at possible sites. The road widening and establishing of metro rail will reduce the risk of accidents because this area is accident prone area. 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 Kalloor. As a first step Government decided to widen the existing Palarivattom – Kakkanadu road (civil line road). 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	Impact	No. of Properties
1	Displaced Parking Area	3
2	Affected Parking Area	6
3	Displaced Residential Building	1
4	Affected Residential Building	1
5	Displaced Building	0
6	Affected Building	3
7	Displaces Water Sources	0
8	Affected water Sources	0
9	Displaced Structures	11
10	Affected Structures	5
11	Displaced Community Properties	4
12	Affected Community Properties	0
13	Displaced Cultural Properties	0
14	Affected Cultural Properties	0
15	Displaced Squatters	10
16	Displaced Access	6
17	Affected Access	20
18	Displaced Shops and Establishments	0
19	Affected Shops and Establishments	7

Table 2.1

2.3.1. Project Location

The project location is defined for the study is both sides of Palarivattom to Info Park road consisting of about 12 km length and half a kilometer width of area coming under Corporation of Cochin and Thrikkakkara Municipality covering three villages ie Edappally South, Vazhakkala and Kakkanadu. The estimated land for acquisition for the proposed project is 2.8603 Hectors. From Kakkanad village 0.9398 Hectors of land is needed to be acquired. But for the social impact study the whole three villages 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 70000- 75000 as per Census 2011 figures. The study area population has been estimated as 20000 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 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 widening the existing road starting from Palarivattom to Info Park to ensure smooth road traffic during and after construction of Kochi Metro rail extension from JLN stadium to Info Park. The road which needs to widen is one of the most important road and going through the densely populated area of the city. The road connected the National Highway and heart of the city to district administration headquarters at Kakkanadu and situating East- West direction. The National Highway Bypass also crossing the road and location. The project location is 3 k.m from Ernakulam North 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	Resettlement and Rehabilitation
4	Civil Procedure Code	Easements right

Table 2.2

CHAPTER 3
STUDY APPROACH AND METHODOLOGY

3.1 Background

As per the Notification 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 Extension of Kochi Metro Rail JLN Stadium to Info Park Kakkanadu.

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 34 Tittle Holders of Kakkanadu 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 10th August 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 Tahasildar (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 30th June 2018 and noted their suggestions and opinion. The SIA team called on Member of Legislative Assembly Mr. P.T.Thomas and Members of Kochi Corporation and Trikkakara Municipality and recorded their suggestions about the project. 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) Thrikkakkara Municipality.
- d) Village office - Kakkanadu.
- e) KMRL Office, Kochi.

- f) Project Affected Families and Tittle Holders.
- g) Members of Legislative Assembly, Kochin Corporation and Thrikkakkara Municipality

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.
- 28-06.2017 and 30-06-2018 - Public Consultation/ Discussion with Project Affected Tittle Holders.
- 1st & 2rd July -2018- Transit Walk, Observational Study and Case Studies
- 19 -07-2018 - Draft Report Submission.
- 10-08-2018 - Public Hearing

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) Community Properties like waiting sheds will be resettled.
- 4) Reasonable compensation will provide for land, property and business loss.
- 5) Regular information will provide on progress of acquisition.
- 6) For the rehabilitation of displaced business establishments and merchants collective and joint strategies will give priority.
- 7) Alignment will reexamine and save buildings and structures as much possible.
- 8) Acquisition for Station points will be relocated to minimize the displacement of residence.
- 9) Rehabilitation and Resettlement process will be well informed and ensure community participation and consultation.

3.8. Public Hearing - St. Michales School hall, Chembumukku on 10/08/2018 at 2 p.m.

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 Desabhimani and Kerala Kaumudi. A registered notice has been served to the affected families in hand for informing about the public hearing. SMS & Phone call messages were send to all PAPs. The copy of notice was served to Corporation Office, Trikkakkara Municipality, Ward Councilors, Village Office (Kakkanadu), Special Tahsildar office KMRL I & II Ernakulam-, Deputy Collector-LA (KMRL), Ernakulam. 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.

Public Hearing – Kakkanad Village- Points Raised

Sl.No.	Points Raised	Remarks
1	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.
2	Maximum effort will be taken and If needed a study will conduct to save buildings which are displaced and partially affected by the present alignment.	Requisition and acquisition authorities can check the matter during their joint verification.
3	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.
4	The market value of the land will be fixed in consultation with title holders	R&R policy also recommended this.
5.	Joint/Collective rehabilitation measurers like shopping complex strategy will be consider for rehabilitation of displaced non-title holders.	This will seriously considered regarding displaced business establishments.
6.	The alignment will be strictly follows the 11 meter width in both sides from the center of the existing road.	Alignments will be published for public reference.
7.	The unused land after the acquisition will be acquired by the government.	R&R policy also recommended this.
8.	The present access will be resettled.	R&R policy also recommended this.
9.	Government will give relaxation in	Case to case verification

	building rules to construct building after the land acquisition.	is needed for the demand.
10.	Common parking area will be developed in different locations for resettle the affected and displaced parking areas.	Government can seriously consider the suggestion.
11.	Special rehabilitation package will be developed for displaced residence and business establishments.	Government can seriously consider the suggestion.
12	The displacement of the side road of the Seaport -Airport road will severely affected the access of the shops and establishments and properties in the side of the road. Resettlement of the affected access will include in the detailed project plan of Metro extension.	This issue will be studied in detail and develop resettlement plan.

Table 3.2

CHAPTER 4 LAND ASSESSMENT

4.1. Description of the land

The project location is defined for the study is both sides of Palarivattom to Info Park road consisting of about 12 km length and half a kilometer width of area coming under Corporation of Cochin and Thrikkakkara Municipality covering three villages i.e. Edappally South, Vazhakkala and Kakkanadu. The estimated land for acquisition for the proposed project is 2.8603 Hectors. In Kakkanadu village itself 0.9398 is need to be acquired. But for the social impact study the whole three villages are considered as the buffer zone of the impact and directly affected areas and structures are considered as key impacted zone. Even though residential houses are located in the area the whole project area is commercial in nature.

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

The population of study area is 70000- 75000 as per Census 2011 figures. The study area population has been estimated as 20000 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 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 widening the existing road starting from Palarivattom to Infopark to ensure smooth road traffic during and after construction of Kochi Metro rail extension from JLN stadium to Info Park. The road which needs to widen is one of the most important road and going through the densely populated area of the city. The road connected the National Highway and heart of the city to district administration headquarters at Kakkanadu and situating East- West direction. The National Highway Bypass also crossing the road and location. The project location is 3 km from Ernakulam North 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.

4.3. Total land requirement for the project.

The total land acquiring for the project is 0.9398 Hectare. Thirty four 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 0.9398 Hectare. 2 residential houses or structures are affected. 96% land is commercial and the remaining is religious and cultural properties. 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	32
2.	Dry	Residential	Irrigated	NA	2
3	Dry	Residential-	Irrigated	NA	0

		Commercial			
4	Dry	Religious Property	Irrigated	NA	0
5	Dry	Community Property	Irrigated	NA	4
	Total				38

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	4
10- 20 cents	6
20 - 30	8
30 - 40	6
40 - 50	5
50- 1acre	3
1 acre above	2
Total	34

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 two residential houses affected and out of it one is displaced by the project. Thirty nine holdings with Thirty four title holders are affected by the project. Three (3) commercial buildings own by Title Holders are also affected. No, title holders are identified as living below poverty line. No, cultural and religious properties affected except the access of a convent. The cast division of the project affected title holders shows that none are belongs to Scheduled Cast or Scheduled Tribe. No socio-economic vulnerable title holders affected by the project. The religious distribution of the affected title holders are shows that 34% Hindus, 30% Muslims and 36% Christians. The economic situation shows that 90% are *upper middle class and remaining are *middle class.

Three people are living in the one displaced family. The family is not having other residential houses other than the displaced property. Therefore the family has to rehabilitate and resettle.

Four non-title holders are affected by the project. Shops and establishments are the non-title properties affected. 10 squatters are coming under the project area. The demographic details of the project affected non-title holders' shows that all are male and having marital status. The educational qualification details shows that all are having better education qualification i.e. Bachelor's degree and above. The religious distribution shows that 50% are Muslims, 25% are Hindus and 25% are Christians.

5.2. Families which are indirectly affected by the project.

The road widening and extension of metro rail to Info park area will reduce travel time and ease traffic jams in civil line road because road from Palarivattom to Info park is going to be widen and many junctions will be developed at possible sites. The road widening and establishing of metro rail will reduce the risk of accidents because this area is accident prone area. 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 Kalloor. As a first step Government decided to widen the existing Palarivattom – Kakkanadu road (civil line road). Compared to the socio economic benefit of the project the Government of Kerala notified it for land acquisition of public purpose.

5.3. Inventory of productive assets and no significant lands.

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

Chapter 6

SOCIO ECONOMIC AND CULTURAL PROFILE

6.1. Demographic Details

The Socio Economic and Cultural profile of the area shows that 10% of title holders are holding the affected land more than 50 years. 16% are holding the land in more than 30 years. 74% are purchase the land within 10 years. The occupational distribution shows that 77% of title holders are doing own business and 20% are working in private institutions. Only 3 % are working in Government and public sector. The economic status shows that 85% of title holders are having a monthly income of more than Rs 25,000. The land holding pattern shows that 57% of title holders are having total holdings less than 50cents. 29% are having 50cents -1acre. 14% THs is having more than 1 acre of land. No scheduled cast or tribe family holding land in the project affected area.

Economic distribution of the Non-Title holders shows that 98% of them are having a monthly earning of more than Rs.25, 000 per month. Seventy two percent of non-title holders are holding their business in the affected structure in more than 25 years. All NTHs are residing within 5 KM radius of their business establishments or work places. The age distribution shows that 25% of NTHs are having age of more than 60 yrs. 25% are in 51- 60 years. 50% are in the age of less than 25years.

6.2. Age wise distribution of TH

Age of THs	No of THs
20-30	2
31-40	6
41 - 50	7
51 - 60	11
61 - 70	6
Above 70	2
Total	34

Table 6.1

6.3. Family size of THs

Family Size of THs	No of Families
1-2	9
3-4	18
5-7	7
Above 7	-
Total	34

Table 6.2

6.4. Educational Qualification of THs

Educational Qualification	No of THs
SSLC	-
PDC	-
DEGREE	14
PG	6
Professional	4
Others	10
Total	34

Table 6.3

6.4. Religious Distribution

Religion of THs	No. of THs
Hindu	10
Muslim	15
Christian	9
Total	34

Table 6.4

6.5. Economic Distribution of THs

Economic Status of THs	No. of THs
APL	34
BPL	0
Total	34

Table 6.5

6.6. Occupational Distribution THs

Major Occupation of THs	No of THs
Agricultural	-
Business	23
Government service	2
Private	5
Other	4
Total	34

Table 6.6

6.7. Income distribution of THs

Monthly Income of THs	No of THs
10,000 -25,000	-
26,000 -50,000	7

51,000 – 75,000	15
76000- 1,00,000	8
Above 1 lakh	4
Total	34

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	8
11-20	14
21-30	21
31-40	26
41 – 50	18
51 – 60	22
61 – 70	18
Above 70	12
Total	139

Table 6.8

6.9.2. Educational Qualification of PAF Members

Educational Qualification	No of PAF Members
Below 10 th	12
10 th	8
+2	5
Degree	27
PG	22
Professional	36
Other	29
Total	139

Table 6.9

6.9.3. Occupational Distribution of PAF Members

Major Occupation of THs	No of THs
Business	27
Government service	9
Private	31
Other	37
Unemployed	35
Total	139

Table 6.10

6.10. Socio Economic Profile of Non - Title Holders

Sl.No.	Type of NTH	Activity		
		Commercial	Residential	Others
1	Tenant	4	-	
2	Encroacher	-		
3	Squatter	10		
4	Commercial & service establishments	-		
5	Other	-		
	Total	14		

Table 6.11

6.10. 1. Age wise distribution of NTH

Age of NTHs	No of NTHs
20-30	
31 -40	2
41 - 50	1
51 - 60	1
61 - 70	-
Above 70	-
Not applicable	-
Total	4

Table 6.12

6.10. 2. Educational Qualification of NTHs

Educational Qualification	No of NTHs
PDC	1
DEGREE	3
PG	-
Professional	-
Not applicable	-
Total	4

Table 6.13

6.10. 3. Religious Distribution of NTHs

Religion of NTHs	No. of NTHs
Hindu	1
Muslim	

Christian	3
Not Applicable	
Total	4

Table 6.14

6.10. 4. Economic Distribution of NTHs

Economic Status of NTHs	No. of NTHs
APL	4
BPL	-
Not Applicable	-
Total	4

Table 6.15

6.10. 5. Income distribution of NTHs

Monthly Income of NTHs	No of NTHs
10,000 – 25,000	-
26000 – 50000	4
51000 – 75000	-
76000 – 100000	-
Above 100000	-
Not applicable	-
Total	4

Table 6.16

CHAPTER 7
SOCIAL IMPACT MANAGEMENT PLAN

The proposed project aimed to widening the existing road starting from Palarivattom to Info Park to ensure smooth road traffic during and after construction of Kochi Metro rail extension from JLN stadium to Info Park. The road which needs to widen is one of the most important road and going through the densely populated area of the city. The road connected the National Highway and heart of the city to district administration headquarters at Kakkanadu and situating East- West direction. The National Highway Bypass also crossing the road and location. The project location is 3 km from Ernakulam North 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.

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

Sl.No	Risk Assumed	Approach	Mitigation Strategy
1	Loss of Residence	Control/Rehabilitation/Compensation	Compensate the loss. Develop a special rehabilitation package. Special support to unmarried and unemployed women family members.
2	Loss of part of residence	Compensation and Resettlement	Compensate the loss. Case by case approach in resettlement. Eg. Relaxation in municipal Act etc.
3.	Loss of land	Compensation	Compensate the loss.
4	Loss of Building	Control/Compensation	Compensate the loss. Grievance regarding the valuation and missing of structure will redress in time bound manner.

5	Loss of part of Building	Control/Compensation and Resettlement	Compensate the loss. Case by case approach in resettlement. Eg. Relaxation in municipal Act etc. Grievance regarding the valuation and missing of structure will redress in time bound manner.
6	Loss of structures	Compensation	Compensate the loss. Grievance regarding the valuation and missing of structure will redress in time bound manner.
7	Loss of Part of structure	Compensation	Compensate the loss. Grievance regarding the valuation and missing of structure will redress in time bound manner.
8	Loss of Business	Compensation	Rehabilitation. Joint rehabilitation with pooling of compensation and support with other resources can be considered.
9	Loss of employment	Compensation/Rehabilitation and Resettlement.	Rehabilitation and Resettlement. Case by case Micro Plans will be developed at the time of relocation.
10.	Loss of trees	Control/Compensate & Control	Compensate lose and plant equal number of trees in government lands.
11	Loss of Parking Areas	Compensate	Compensate the loss. Location based common

			parking area/pay and park complexes etc. can be considered in resettlement package.
12	Loss of access to properties	Control/Resettle	Prepare a resettlement plan in consultation with Project Affected Families. The plan for resettlement of access will include it in the final Detailed Project Report. Case by case plan will be informed well in advance before starting project construction.
13	Loss of access to sub roads.	Control/Resettle	Prepare a resettlement plan in consultation with Project Affected people.
14	Loss of Public amenities like Taxi, Auto stations	Resettlement	Resettlement. Prepare resettlement in consultation with trade unions and residence associations.
15	Loss of drinking water source.	Control	Compensate /Resettle
16	Loss of essential Amenities	Control	Prepare a resettlement plan in consultation with Project Affected Families
17	Loss of Religious structures	Control/Compensate	Compensate/Resettle
18	Loss of Cultural properties	Control/Compensate	Compensate/Resettle

19	Loss of community properties	Resettle	Resettle
20	Loss of Government Properties	Resettle	Resettle.
21.	Involved in land acquisition process	Control	Ensure community participation in the whole process and maintain sustainable and efficient communication channels between Requisition and Land acquisition authorities between PAPs
22.	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 acquired thousands of acre land by developing effective compensation packages. In the proposed project a community asset is going to be affected i.e. the irrigation canal. Resettlement of the canal use and its ownership by the community will get the priority while planning the mitigation.

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	Likelihood	Magnitude	Pre- Mitigation Level of Impact	Post – Mitigation Level of Impact
Loss of Residence	Negative	Possible	Major	High	Medium/Low
Loss of part of residence	Negative	Possible	Minor	High	Medium
Loss of land	Negative	Possible	Minor	Medium	Low
Loss of Building	Negative	Possible	Major	High	Medium/Low
Loss of part of Building	Negative	Possible	Major	High	Medium
Loss of structures	Negative	Possible	Minor	Minimum	Low
Loss of Part of structure	Negative	Possible	Minor	Medium	Low
Loss of Business	Negative	Possible	Major	Minimum	Low
Loss of employment	Negative	Possible	Moderate	Minimum	Low
Loss of Parking Areas	Negative	Possible	Major	High	Medium
Loss of access to properties	Negative	Possible	Major	High	Low
Loss of trees	Negative	Possible	Minor	Minimum	Low
Loss of access to sub roads.	Negative	Possible	Low	Minimum	Low
Loss of Public amenities like Taxi, Auto stations	Negative	Possible	Low	Minimum	Low

Loss of drinking water source.	Negative	Possible	Low	Medium	Medium
Loss of essential Amenities	Negative	Possible	Low	Minimum	Minimum
Loss of Religious structures	Negative	Possible	Low	Minimum	Minimum
Loss of Cultural properties	Negative	Possible	Low	Minimum	Minimum
Loss of community properties	Negative	Possible	Low	Minimum	Minimum
Loss of Government Properties	Negative	Possible	Low	Minimum	Minimum
Restriction on the productive use of remaining land.	Negative	Possible	High	Medium	Medium
Bit land remaining	Negative	Possible	High	Medium	Minimum
Shifted from Relatives and Neighbors	Negative	Possible	Moderate	Maximum	Medium
Land Value	Positive	Possible	Moderate	Medium	Minimum
Health	Positive	Possible	Moderate	Medium	Minimum
Noise and dust pollution related to Construction excavations.	Negative	Possible	High	Maximum	Medium
Increased irritation especially in the directly	Negative	Possible	Moderate	Medium	Minimum

affected communities, which may cause social distress and reaction against the project.					
Community ambience	Positive	Possible	Low	Minimum	Minimum
Community Identity	Positive	Possible	Low	Minimum	Minimum
Esthetic and cultural character	Positive	Possible	Low	Minimum	Minimum
Involved in land acquisition process	Positive	Possible	Low	Minimum	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 economically vulnerable title holders identified as project affected and only two residential properties affected or displaced the impact of the project seems to be minimum. Maximum total 2.8602 hectares of land is required from both sides of the Palarivattom- INFO Park road which passing through Edappally South, Vazhakkala and Kakkananu villages for the proposed project of Widening of existing road from Palarivattom to INFO Park, Kakkanad as a Preparatory work of Metro Rail extension from JLN Stadium to INFO Park, Kakkanad. From Kakkanad village 0.9398 hectares of land is needed to be acquired. For this requirement of land, 95% acquisition is from Government properties in which many institutions are working. These offices and institutions will be relocated. Another major impact is anticipating on the access of near about 21 shops and establishments and 3 residents which are located in the "right side road" below and parallel to the Kakkanadu Junction - INFO Park (Sea port-Airport road). 100% of this parallel road is under the acquisition. If the level of the side road raised equal to the Sea port -Airport road first and second floors of most of the above shops and establishments will face the problem of access. Resettlement of their access will include in the detailed project plan of Kochi metro extension project.

Front portion of 4 shops will be affected. Their relocation is depending on the decision of the title holders regarding its rebuilding or Maintaining. The vendors and Auto & Taxi drivers will need to relocate at some other place.

The road widening and extension of metro rail to INFO Park area will reduce travel time and ease traffic jams in civil line road because road from Palarivattom to Info park is going to be widen and many junctions will be developed at possible sites. The road widening and establishing of metro rail will reduce the risk of accidents because this area is accident prone area. With no traffic jams in civil line road will improve the access of public to district headquarters and Special economic zone like Info-Park. The project will not have any significant adverse impact on the existing residential area. There will be 10-12 of the Title Holders has loss or damage to their livelihood. All the stakeholders who will be displaced by the project will be reasonably prepared for their relocation. Because the number is so small Government can develop special rehabilitation package and mitigate the impact. There will be no adverse impact on health of local people. The pollution levels are likely to reduce with congestion free flow of traffic once the road is widened. The only concern however remains the duration during which the road-widening will be under process. With the participation and

support of civil society organizations like residence association, organized Trade associations and Trade Unions Government can plan strategies to mitigate this issue. Another major impact noticed is the impact on access of both Title Holders and Non-Title Holders. Requisition agency will study the issue well advanced and incorporated the resettlement plan in the detailed and final project report. Each PAPs will be well informed about their access resettlement plan in advance of the construction started so that they can do many voluntary efforts like modified the frontage etc. to avoid business loss. Many of the Local people have welcomed the project as it will upgrade the traffic system, reduce risks of accidents, diminish traffic problem improve access to important destinations.

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.

As mentioned earlier the primary impact is relocation/rebuilding/resettle of two houses and five shops and affected access of 25-30 shops and establishments. These impacts can be mitigated by compensation and rehabilitation measures except the impact of access. The impact of access is studied well in advance and plan of resettlement will be developed in consultation with affected Title holders and Non-title holders. Felling of trees will lead to major loss of tree cover.

After careful examination of various positive and negative impacts it has been found that the proposed project would be beneficial for local community at large and the traffic system of the city of Kochi. The positive outcomes of the proposed plan of road widening and extending the metro rail to Info Park far outweigh the possible negative impacts.

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.

The residents in the project area are organized under residence association and shop owners have their organizations like Vapari Vyavasayi Ekopana Samithi and Vapari Vyavasayi Association. The squatter merchants their own organization called petty shop owners association. These organizations are strong enough to bargain for the rights of their members and actively involved in addressing the grievance of the project affected people. District administration is having better rapport with all these organizations. This will already formulate a supportive environment to mitigate the impact through participatory rehabilitation and resettlement strategies. These organizations

are also supporting Government in channelizing communication regarding the project. Strengthening the communication, involvement and collaboration of these organizations in the land acquisition and project implementation will further strengthening the mitigation efforts of Government.

Since several small business establishments are affected by the project Government can plan out collective rehabilitation strategies and minimize the impact and ensure sustainability and better cost benefit in the rehabilitation and resettlement.

Several roads are crossing or joining in the proposed widening road. Development of these roads and its bell mouths will reduce traffic jams during construction of the project.

The Civil line road is crossing the project road at Media Academy Junction. All time heavy traffic is noticed through this road. People's representatives in this area suggested an underground path for the free flow of traffic during and after the project.

Special resettlement packages will be formulated for those who have partially affected buildings, losers of parking area and bit land holders.

A minimum duration of project implementation will minimize the impact of the project and maximize the mitigation. A comprehensive plan to protect the drinking water sources coming under the acquisition area will also reduce the impact of acquisition.

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 over whelming consensus among people, people' 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

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കേരള സർക്കാർ
Government of Kerala
2018



Regn. No. KERBIL/2012/45073
dated 5-9-2012 with RNI
Reg. No. KL/TV(NY)634/2015-17

Handwritten notes: 2018 (2.1) and a signature.

കേരള ഗസറ്റ്
KERALA GAZETTE

അസാധാരണം
EXTRAORDINARY

ആധികാരികമായി പ്രസിദ്ധപ്പെടുത്തുന്നത്
PUBLISHED BY AUTHORITY

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	Thiruvananthapuram, Wednesday	1193 ഇഡവം 9 9th Idavam 1193 1940 ജ്യേഷ്ഠം 2 2nd Jyaishta 1940	

GOVERNMENT OF KERALA

Revenue (B) Department

NOTIFICATION

G. O. (P) No. 25/2018/RD. Dated, Thiruvananthapuram, 19th May, 2018.

RULES

S. R. O. No. 319/2018.—WHEREAS, it appears to the Government of Kerala that the land specified in the Schedule below is needed or likely to be needed for a public purpose, to wit for the land acquisition for 2nd phase development of Kochi Metro Rail Project from JLN Stadium to Kakkanad Infopark.

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

NOW, THEREFORE, sanction is accorded to the Social Impact Assessment Unit, Shri Saju V. Itty, Executive Director, Kerala Voluntary Health Services, Kottayam to conduct a Social Impact Assessment Study and to prepare a Social Impact Management Plan as provided in the Act. The process shall be completed within a period of two months in any case.

SCHEDULE

District—Ernakulam.

Taluk—Kanayannur.

(The extent given is approximate)

Sl. No.	Survey Nos.	Description	Extent in Hectares
(1)	(2)	(3)	(4)

Village or Amshom and Desom—Kakkanad (Re-sy. Block—9).

1	342/25pt, 342/26pt, 342/37pt, 342/38pt, 342/40pt, 344/1pt, 344/2pt, 364/1pt, 493/1pt, 493/2pt, 493/3pt, 493/4pt, 493/5pt, 493/6pt, 493/7pt, 496/5pt, 496/7pt, 496/10pt, 496/11 pt, 496/12pt, 496/14pt, 496/16pt, 496/18pt, 536/1pt, 544/1pt, 544/10pt, 550/3pt, 551/2pt, 551/3pt, 551/4pt.	Preparatory Work	0.9398
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Sl. No.	Survey Nos.	Description	Extent in Hectares
(1)	(2)	(3)	(4)
Village or Amsom and Desom—Edappally (S) and Vazhakkala (Re-sy. Block 8)			
2	118/3pt, 119/2pt, 119/3pt, 120/1pt, 120/2pt, 121/1pt, 121/2pt, 121/3pt, 121/4pt, 124/3pt, 124/4pt, 124/5pt, 124/8pt, 124/9pt, 126/4pt, 126/5pt, 126/6pt, 126/17pt, 127/7pt, 127/8pt, 128/1pt, 128/9pt, 128/10pt, 128/11pt, 128/16pt, 129/1pt, 129/3pt, 129/4pt, 129/14pt, 129/15pt, 130/1pt, 130/19pt, 131/7pt, 131/8pt, 131/9pt, 131/18pt, 131/19pt, 132/1pt, 132/2pt, 132/3pt, 132/4pt, 133/5pt.	Preparatory Work Total Extent—0.8940 Ha. Edappally (S)	
	180 pt, 183/2pt, 183/3pt, 183/4pt, 183/5pt, 183/6pt, 183/7pt, 185/9pt, 185/10pt, 185/11pt, 185/13pt, 185/14pt, 204/4pt, 204/5pt, 204/6pt, 204/7pt, 204/10pt, 205/2pt, 205/3pt, 205/4pt, 205/14pt, 206/4pt, 206/5pt, 206/6pt, 206/7pt, 206/8pt, 206/10pt, 206/11pt, 206/12pt, 206/14pt, 206/15pt, 206/16pt, 206/17pt, 206/18pt, 206/19pt, 208/2, 208/3, 208/4, 208/5, 208/6, 208/7, 209/1pt, 209/2pt, 209/3pt, 209/4pt, 209/6pt, 209/7pt, 236/5pt, 236/6pt, 236/9pt, 236/10pt, 236/11pt, 239/2pt, 239/3pt, 239/4pt, 239/5pt, 239/11pt, 239/12pt, 242/4pt, 242/6pt, 292/4pt, 292/6pt, 292/10pt, 295pt, 297/2pt, 297/3pt, 297/5pt, 298/2pt, 298/3pt, 299/7pt, 299/8pt, 299/12pt, 299/13pt, 299/14pt, 299/20pt, 300/5pt, 300/6pt, 300/7pt, 300/8pt, 300/9pt.	Block No.—8 Total Extent—0.3469 Ha. (Vazhakkala)	
			1.9205

(1)	(2)	(3)	(4)
	<p>1/1pt, 1/2pt, 2/1pt, 3/1pt, 3/2pt, 3/7pt, 4/1pt, 4/16pt, 4/20pt, 4/21pt, 4/24pt, 4/25pt, 4/26pt, 4/27pt, 42/1pt, 42/3pt, 42/4pt, 42/5pt, 42/6pt, 42/7pt, 42/8pt, 42/9pt, 43/2pt, 43/3pt, 43/4pt, 43/5pt, 45/1pt, 45/6pt, 45/11pt, 45/13pt, 45/16pt, 45/18pt, 45/21pt, 45/22pt, 46/2pt, 48/1pt, 48/2pt, 48/5pt, 48/6pt, 49/1pt, 49/9pt, 49/13pt, 49/14pt, 49/15pt, 64/1pt, 64/2pt, 64/3pt, 64/4, 64/5, 64/6, 64/11pt, 64/12pt, 64/13pt, 64/19pt, 64/22, 291/1pt, 291/2, 291/3pt, 291/5pt, 291/9pt, 291/10pt, 291/12, 291/13pt, 291/19, 292/1pt, 292/2pt, 292/3pt, 303/2pt, 303/3pt, 303/4pt, 303/5pt.</p>	<p>Block No.—9 Total Extent—0.6796 Ha. (Vazhakkala)</p>	4
3	18/4, 19/5	Pier location	0.0167

Village or Amsom and Desom—Poonithura

By order of the Governor,

P. H. KURIAN,
Additional Chief Secretary to Government.

Explanatory Note

(This does not form part of the notification, but is intended to indicate its general purport.)

The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules has come into force on 19-9-2015 and as per Rule 10 notifying a Social Impact Assessment Unit for conducting Social Impact Assessment Study is required. Requisition has been received for acquiring 2.877 Hectares of land in Kakkanad, Edappally (S), Vazhakkala and Poonithura Village.

The notification is intended to achieve the above object.

List of Title Holders – Kakkanad Village

Sl.No.	Name & Address	Survey No.
1	ജോസഫ് ബെഞ്ചമിൻ പേരകുത്ത്	342/25
2	എൻ.കെ.സലീം, നമ്പൂരി മഠം	341,342
3	നജിൻ മുഹമ്മദ്, റമിയ	342/1-3, 342/1-5
4	സെക്രട്ടറി, ഗ്രീൻ ഹിൽസ് അപ്പാർട്ട്മെന്റ്സ്	345/11, 345/16
5	റ്റി.എ.ബഷീർ, പൊങ്കാട്ടിൽ ഹൗസ്	496/9, 496/10
6	ബിജു.മാത്യു, കൊടക്കണ്ട് ഹൗസ്	544/1, 544/10
7	എ.സി.മോഹൻദാസ്, ഹാപ്പി വില്ല	345/12
8	വിമലകുമാരി, പാവൂരത്ത് ഹൗസ്	342/1-5-2
9	അഖിൽ കെ. ശിവൻ, കടമുറിയിൽ ഹൗസ്	363
10	ബാലചന്ദ്രൻ സി.	342/25342/26
11	സിദ്ദിഖ് ഇബ്രാഹിംകുട്ടി, കുനപ്പള്ളി ഹൗസ്	496/18
12	കുര്യൻ അനമ്മ മഴവഞ്ചേരിപറമ്പിൽ	342/26
13	കാളി പാപ്പകോട്	342/27
14	ഉണ്ണിലാൽ ചിറവുകൽ	342/40
15	പി.എം. മുത്തു കോട്ടക്കൽ	344/1
16	കുറുമ്പൻ തേവൻ പൊയ്യാച്ചിറ	344/2
17	അബ്ദുൾ ഖാദർ	364/1
18	അമ്മിണി വർഗീസ് മുളക്കൽ	493/1
19	കുറുമ്പൻ വൈറോണി കണ്ണങ്കേരിപറമ്പിൽ	493/2
20	തങ്കപ്പൻ കണ്ണങ്കേരിയിൽ	493/3
21	തേവൻ	493/4
22	കെ.കെ.സുകുമാരൻ, കണ്ണങ്കേരിയിൽ	493/5
23	വർഗീസ് ജോർജ് തുത്തിമുറിയിൽ	493/6
24	ലേഖ ചന്ദ്രശേഖരൻ വെട്ടത്ത്	493/7
25	മഹാദേവൻ	496/5
26	പി.വി. ആന്റണി, പള്ളത്തുപറമ്പിൽ	496/7
27	മനു ജോസഫ്	496/10
28	എം.ആർ. രാധാകൃഷ്ണൻ മുല്ലത്തുപറമ്പിൽ	496/11
29	ജിനോ ജോസഫ് തയ്യങ്കേരി	496/12
30	ഖാലിദ്	363/12, 496/14
31	ചിത്തമ്മ എലത്തികര	496/16
32	രതീഷ് കെ.കെ., കണ്ണങ്കേരി	536/1
33	മോഹനൻ പി.പി.,	551/2, 551/3, 551/4
34	സജ്ജന ശശി, കണ്ണങ്കേരി	550/3

To

സീക്രട്ടറീവ്

നോട്ടീസ്/ അറിയിപ്പ്

തീയതി: 25/07/2018

താങ്കളുടെ ഉടമസ്ഥതയിലുള്ള എറണാകുളം ജില്ലയിൽ കണയന്നൂർ താലൂക്കിൽ, കാക്കനാട് വില്ലേജിൽ ഉൾപ്പെടുന്ന ഭൂമി ഒരു പൊതു ആവശ്യത്തിലേക്കായി അതായത് കൊച്ചി മെട്രോ റെയിൽ പദ്ധതിയുമായി ബന്ധപ്പെട്ട് ആവശ്യമുണ്ടെന്നോ, ആവശ്യമുണ്ടായേക്കാമെന്നോ കേരള സർക്കാരിന് ബോധ്യപ്പെട്ടതിനാലും, ഭൂമി ഏറ്റെടുക്കലിൽ സ്പാഷ്യമായ നഷ്ടം പരിഹാരത്തിനും സുതാര്യതയ്ക്കും പുനരധിവാസത്തിനും, പുനസ്ഥാപനത്തിനുമുള്ള 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 ഏറ്റെടുക്കുന്ന ഭൂമിയിൽ ഉടമസ്ഥതയോ, അവകാശമോ, താൽപ്പര്യങ്ങളോ ഉള്ള താങ്കൾ 2018-ാം മാണ്ട് ആഗസ്റ്റ് മാസം 10-ാം തീയതി ഉച്ചകഴിഞ്ഞ് 2.00 മണിക്ക് ചെമ്പമുക്ക് സെന്റ് മൈക്കിൾ സ്കൂൾ ഹാളിൽ വച്ച് നടത്തുന്ന പബ്ലിക് ഹിയറിംഗിൽ പങ്കെടുക്കണമെന്ന് ഇതിനാൽ അറിയിക്കുന്നു.

എസ്

ചെയർമാൻ
സാമൂഹ്യ പ്രത്യാഘാത പഠനയൂണിറ്റ്

സ്ഥലം: എറണാകുളം
തീയതി: 25/07/2018



PHOTO GALLERY

FIELD INVESTIGATION WITH REVENUE TEAM



DISCUSSION WITH DEPUTY COLLECTOR L. A. METRO



DISCUSSION WITH MLA



ORIENTATION TO SURVEY TEAM



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



FIELD IDENTIFICATION VISIT BY SIA TEAM



SOCIAL SURVEY AND DATA COLLECTION

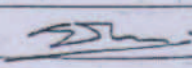
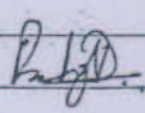
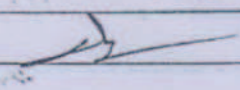

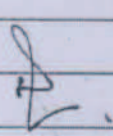
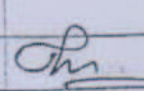


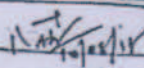


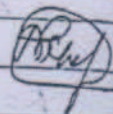
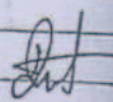
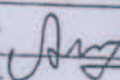

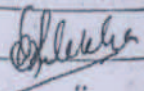
PUBLIC HEARING



സ്കൂൾ (School) നമ്പർ നമ്പർ നമ്പർ നമ്പർ
 സ്കൂൾ നമ്പർ സ്കൂൾ നമ്പർ
 st. Michael's School Hall, Chemburukku

Sl. No.	Name	Address	Mobile	Other
1.	Manu Joseph, XI-826-A, M.M. Tower-II, Seaport-Airport Road Kakkanad.		9539004587 9745204587	Mary Mathew
2.	Catholic Mathews union. St. Mary's Basilica Ernakulam. Kochi - 31. President. Ansa Thomas.		9388132683	
3)	K.K. SUKOMARAN KANNANKERI (H) CHITTHICKARA KAKKANAD. CSEZ Po - 682037.		9388814368	
4)	N. K. Salim Nambassimadam Survey 341, 242 Kakkanad Seaport / Air Port Road Near T.V. Tower Mobile: 8089036799			
5)	SGS Owner name Najh mudeen and Ramiya. Near TV Tower Road. KAKKANAD Near Seaport AIR PORT ROAD		342/15 9745370371 342/42 342/1-3.	SGS

Sl. No.	Name	Address	Mobile	Phone	Signature
6	M. MADHUSOODHANAN SECRETARY GREEN HILLS APARTMENT OWNERS ASSOCIATION CIVIL LINE ROAD OPP: INDUS MOTORS KAKKANAD - 682030		345/11 345/16	9388361970	
7	T. V. BABY. PRESIDENT. GREEN HILLS APARTMENT OWNERS ASSOCIATION. KAKKANADU.		345/11 345/16	9497587091	
8	KOSHY THOMAS GREEN HILLS KAKKANAD.			9447086180	
9	P.A. Babu Pongattil House Vennak		496/9 496/10	9846505316	
10	Boju Mathew Kadappan house Kallinada Kalarivallom			9846178824	
11	Mohanam. P.P Pavayal T.V Centre			9745855864	
17	T.M. Thomas, Estate Manager, CSEZ, Kakkanad, Kochi 682037			9447665033	

Q.No.	Name & Address	Mobile No.	Signature
18	Muhannad V.K WAPWILH. Owner/Director Cochin SEZ Authority	9995338251	
19	DATTAN RAVULAN. AR T.V. CENTRE KAKKANAD.	9847997711	
20	BIJI.P, Superintendent Govt. children's Home for girls, Kakkanad	9496235103	
21	Abul Aziz (Ajay moji) Ajay moji, Kakkabele. KVVS President Kakkannad	9747751775	
22	T.P. Halal Kakkannad S.R.V No. 363/2	9895116245	
23	A.C. Wandas Happy villa Kakkannad	345/12 9847031313	
24	Disney Rodrigues Carosa. T.V. centre Near Deordarshan.	342/95 8086011924	
25	R. Sulekha Kerala Media Academy Kakkannad	0486-2422275	

Sl. No.	Name	Address	Mobile No.	Signature
	Philomena Francis	Thadali	8138009147	PLS
27	VIMALAKUMAR	DAVARATHU HOUSE T.V. CENTER	342 1-5-2 9961030270	[Signature]
28	K.M. Sherief Kunji	Karankatharayi plaze Chittellu Kara Kakkanad Near Info park gate.	9747594929	[Signature]
29	Sarada Sasi	Kannankmy (H) Chittattukara Kakkanad Po	9526972136	Sarada
30	AKHIL K SIVAN	BADAMURIYIL (H) CHAKKOR. P.O PIRANOM	363 9847588230	[Signature]
31	Ratheesh K C	Kannankali (H) Chittellu Karan. po	9656919594	[Signature]
32	Baluchandran C	Meda Commercial Hub Benzent Airport Road Kakkanad	342 25/26 8589095838	[Signature]
33	Sidhik Ibrahimokun	Kanappilly (H) Chittellu Kara	9947265310	[Signature]